

THE CHINA WEEKLY
REVIEW

*Served to the Economic, Political and Social Development of China and its
Intercourse with Other Nations*

A Glance at Siam

By James Porter Davis

(Former U. S. Consul, Bangkok, Siam)

Denby Favors More Patrol Boats on Yangtze

By Frank H. Hedges

**American Lives and Interests
Shall Be Protected-Phelps**

Agricultural Unrest May Lead to Bolshevism

By Chang Chi-wen

**Constitution of China and Constitutional
Law of the Philippines**

By Dr. Francisco Villanueva Conia

Bulls, Bull and John Bull

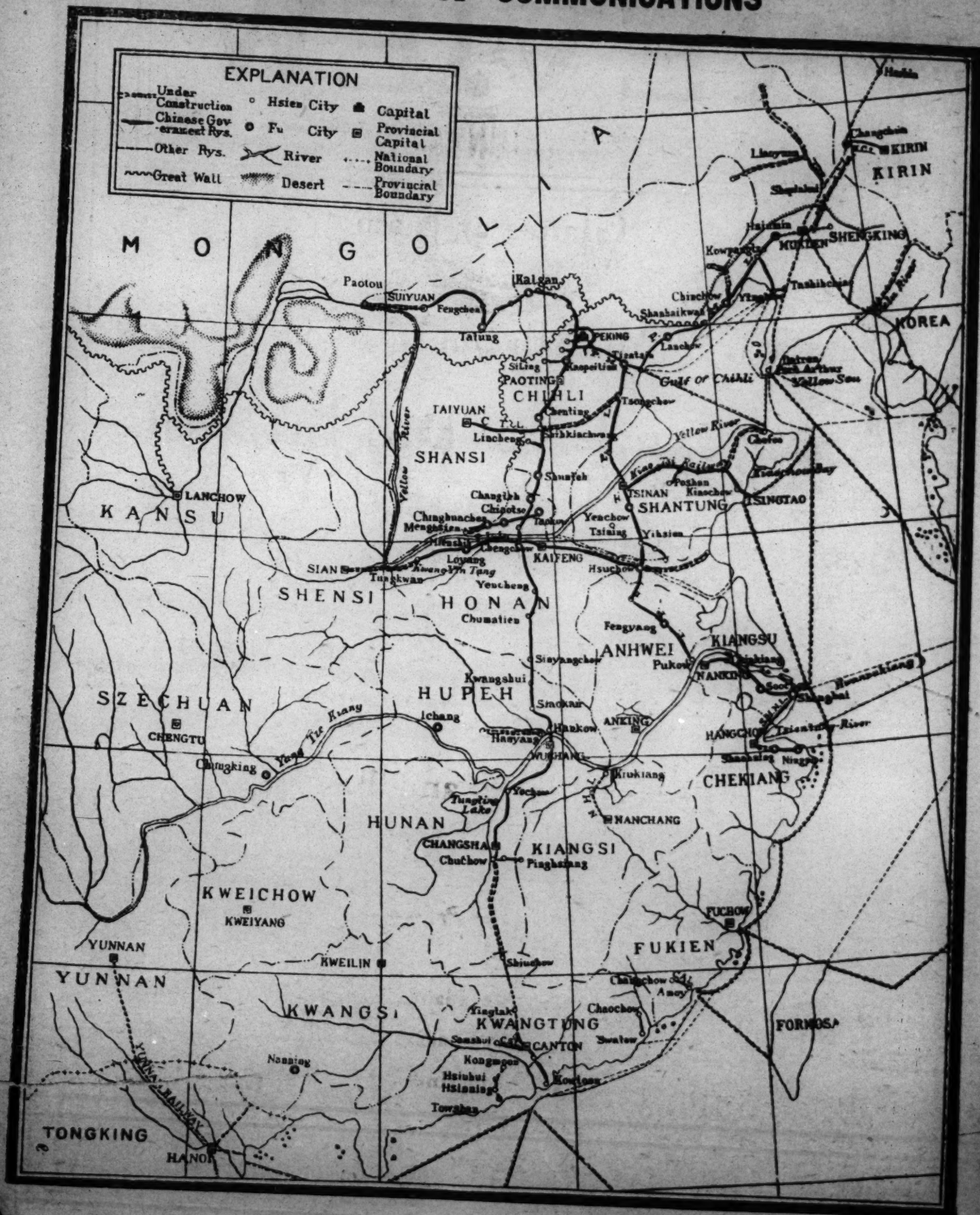
By Charles Dudley

SATURDAY, SEPT. 1, 1923

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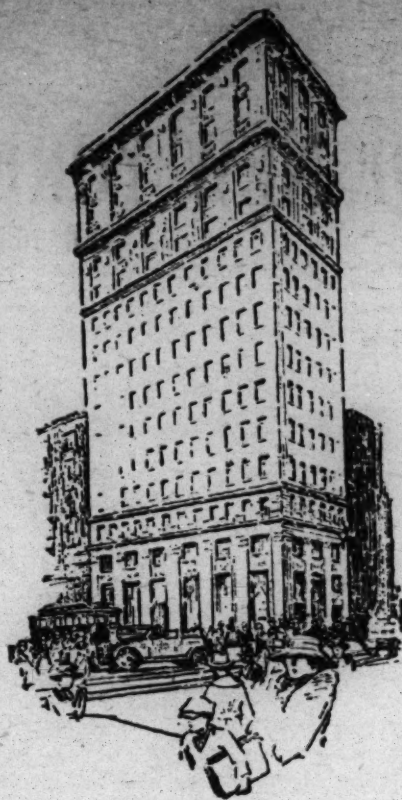
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WEST COAST LIFE INSURANCE COMPANY

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Financial Statement, December 31, 1922

ADMITTED ASSETS

Real Estate	G. \$867,190.59
(This includes a modern fourteen story office building in San Francisco and other revenue-producing property).	
First Mortgage Loans	1,384,834.15
(As security for these loans the Company holds first mortgages on property valued at more than two times the amount loaned).	
Collateral Loans	49,250.00
(Secured by negotiable securities of a value far in excess of the amount loaned).	
Policy Loans & Premium Notes	1,592,904.18
(This amount shows the large paid-up value of WEST COAST LIFE policies for this is the amount loaned to policy holders on the sole security of their policies. The company is amply protected by its reserves).	
Interest & Rents due & accrued	73,810.33
(This very small part of the annual revenue of the Company from interest and rents was due at the time the statement was made up.)	
Bonds & Stocks Owned	3,170,967.27
(Every purchaser of stocks and bonds is approved by the directors and all are sound investments, such as United States Government, state or municipal bonds.)	
Nett Premiums outstanding & deferred	317,549.08
(An amount payable by policy holders on policies upon which the reserve is carried as a liability).	
Cash in Banks & in Office	291,427.52
Other assets	48,868.81
Total G.	\$7,796,799.91

LIABILITIES

Reserve on all outstanding policies	6,625,043.37
(This amount with interest at 3½% together with future premiums is sufficient to pay all policy claims as they fall due.)	
Reserve on Loans Incurred	48,095.90
(At the time this statement was made out death losses of that amount were in process of settlement.)	
Interest & premiums paid in advance	35,012.92
Reserve for taxes payable during 1923	70,243.61
(This substantial sum was reserved for the payment of taxes, most of which fall due shortly after the first of the year.)	
All other liabilities	32,409.12
(This includes all miscellaneous outstanding accounts).	
Surplus to policy holders	985,994.99
(This is an added protection to the policy holder, in addition to the reserve.)	
Total G.	\$7,796,799.91

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THE CHINA WEEKLY REVIEW

Formerly Millard's Review

中華郵政特准掛號立券之報紙

Registered at the Chinese Post Office as a Newspaper for transmission with special marks privileges in China.

VOLUME XXVI

SHANGHAI, CHINA, SATURDAY, SEPTEMBER 1, 1923

NUMBER 1

THE CHINA WEEKLY REVIEW

Formerly Millard's Review

Cable Address "REVIEWING SHANGHAI"

PUBLISHED AT NO. 4 AVENUE EDWARD VII, SHANGHAI, CHINA, BY MILLARD PUBLISHING COMPANY, INCORPORATED BY THE LAWS OF THE STATE OF DELAWARE, UNITED STATES OF AMERICA.

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YEARLY SUBSCRIPTION, FIFTY-TWO ISSUES, TEN DOLLARS (CHINESE CURRENCY) IN ADVANCE. POSTAGE INCLUDED IN CHINA AND JAPAN. IN THE UNITED STATES AND FOREIGN COUNTRIES SEVEN DOLLARS AND FIFTY CENTS U. S. CURRENCY. REMITTANCE FROM OTHER COUNTRIES THAN CHINA AND THE U. S. CAN BE MADE BY INTERNATIONAL MONEY ORDER. ENTERED AS SECOND-CLASS MATTER IN THE CHINESE POST OFFICE AT SHANGHAI IN MAY 1917.

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COMMUNICATIONS PERTAINING TO SUBSCRIPTIONS OR ADVERTISING IN CHINA SHOULD BE ADDRESSED TO THE CHINA WEEKLY REVIEW AT 4 AVENUE EDWARD VII, SHANGHAI, CHINA. TELEPHONE CENTRAL 4741. CABLE ADDRESS "REVIEWING SHANGHAI."

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AMERICAN POLICY AND THE CHINESE RAILWAYS

WHEN the Lincheng Note was presented to the Chinese government early in August, the Diplomatic Body at Peking reserved the right, "after a more elaborate study of the question, of presenting as soon as possible to the Chinese government the scheme which it will have adopted." This part of the "note" referred to protection of the Chinese railways in the future against such depredations as the Lincheng outrage and similar disturbances which have tended to make travel unsafe and the shipment of goods hazardous on the railways of China. Although nothing has been said officially by the Diplomatic Body at Peking regarding the contents of the note which is to be presented to the government, the newspapers on August 22, carried stories to the effect that the note would contain the following provisions:

1. A railway defence administrative bureau shall be established in the Ministry of Communications with a foreign officer as its chief and police authority over all national railways throughout the country should be accorded to the new bureau.
2. Railway defence offices shall be established for all Chinese railways and the offices shall be managed by foreign officers.
3. Standing railway guards belonging to the Railway Defence Administrative Bureau shall be organized and these guards shall be stationed on all Chinese railways.
4. In order to guarantee the expenses of the standing railway guards, foreigners shall be appointed as accountants and superintendents of railway affairs.

ACCORDING to the newspaper reports, the contents of the Diplomatic Body's note, are supposed to have "leaked" from the British Legation and as a result the British for the past week have been subjected to all kinds of adverse criticism and propaganda on the part of the Chinese press. The fact that the British have the largest investment of any foreign nationality in the Chinese railways naturally has laid them open to the suspicion that the Lincheng outrage is being used as an excuse for taking over the administration of the Chinese railways. In addition to threatening the British with a boycott of their trade, the Chinese propaganda has also sought to break up the unanimity of the diplomatic corps as displayed in the signatures attached to the original Lincheng note. The *Yi Shih Pao* of Peking stated that "Great Britain was responsible" for the note, that France would "blindly follow," that Belgium and the Netherlands would also follow along, that Japan had adopted a "neutral" attitude and probably would find it "expedient to oppose the proposal" and that the

United States "has all along shown her disapproval of it." In addition to the foregoing the *Evening News* of Shanghai, a newspaper supposed to express the views of Dr. Sun Yat Sen, in its issue of August 27 contained a dispatch from its Peking correspondent to the effect that, "It is reported that the U. S. Secretary of State Hughes has telegraphed to Dr. J. G. Schurman, American Minister at Peking, instructing him to oppose the British proposal for protection of China's railways."

THE Peking and Tientsin *Times*, the British paper at Tientsin in its issue of August 23 after referring to the inspired anti-British propaganda in circulation in the capital in respect to the proposals under consideration for the protection of the Chinese railways, said that the final proposals of the special committee of the Diplomatic Body would provide:

1. That the Chinese railway (police) force be reorganized and placed under instruction and supervision of foreign officers;

2. That foreign control be exercised over sufficient railway revenues or sources of revenue to ensure the regular payment of these police, this recommendation being made in the belief that regular payment of police salaries strengthens their morale.

In the same article the Peking and Tientsin *Times* correspondent said, "It was this latter recommendation that led to Chinese confusion as to foreign control of supervision of Chinese railway finances. As to 'British proposals,' there is no such thing in the report. The proposals were those of a Diplomatic Corps' Committee to the Corps. They are no more 'British proposals' than they are 'American,' or 'French,' or 'Italian.' The misunderstanding in this connection arose from the fact that the Committee asked the British Legation, purely as a matter of convenience, to prepare the draft of the recommendations, a purely clerical task." There has been so much propaganda regarding the supposed contents of the note to be presented, that it is difficult to determine from available sources just what the Diplomatic Body has in mind. The report from the British paper in Tientsin quoted above is probably near the truth, but as we understand the matter now it still requires the approval of various home governments before it can be presented to China. The fact that there is now in contemplation some sort of definite action to make travel and the shipment of goods on the Chinese railways reasonably safe will receive the unanimous approval of the foreign commercial interests. This goes without saying. We also believe that the long-suffering Chinese commercial interests will approve of the scheme as long as it does not amount to the actual taking over of the administration of the railways. Anything that will remove the Chinese railways from the category of Tuchun's playthings will be welcomed by thinking Chinese as well as foreigners. A prominent Chinese banker of our acquaintance who recently took a trip over the Peking-Hankow line and was forced to stand up a great part of the distance while soldiers with military passes occupied all of the seats, expressed his opinion that the railways of China as now operated by the Tuchuns were a handicap to the country for the reason that they serve to promote internal disorder through providing the militarists with a means for moving large bodies of soldiers around over the country disrupting business and creating anarchy.

THE question that is bothering the representatives of American commercial interests in China, is the attitude of the American government in connection with this important ques-

tion. The United States government, through the department of Commerce, has had skilled engineers in China almost continuously for the last half dozen years studying the railroad and transportation problem. Mr. Paul Whitham, a civil engineer, spent three years at the job and when he left the government service, Mr. Frank Rhea took up the work from the commercial and financial standpoints. Reports by these men are on file in Washington in the State and Commerce Departments and should provide the information which the American government needs for the formation of intelligent policies. In addition to this, the American Chamber of Commerce in Peking has had a special committee at work on this subject and its reports are also in the hands of the officials at Washington. Then still further in addition we have the American group in the China Consortium which is supposed to have reliable information regarding the railway situation in China as gathered by its representative in China. With this great mass of reliable information in its possession, the American government has the opportunity at hand to come forward with a constructive plan not only for railroad protection, but for further railroad construction and unification. Without question the American government will oppose the taking over of the Chinese railways and their operation by the foreign powers, but this policy naturally does not preclude the American government from coming forward with a constructive plan for helping the Chinese people control their own railways and protecting them from certain selfish interests acting inimically not only to the Chinese people but to the interests of the United States as well. The Chinese railways are in default to American concerns for practically \$20,000,000 for materials purchased. Certainly this should provide the incentive for the American government to take a positive stand from the standpoint of protecting the interests of its own citizens, if for no other reasons concerned with the development of American policy out here.

DYER TO INTRODUCE NEW U. S. COURT BILL

THERE appeared in the *Review* for August 11, a copy of a measure introduced in the last U. S. Congress by Hon. L. C. Dyer of Missouri, the purpose of which was to improve the status of the United States Court for China and to bring the machinery of the Court up to the present increased demands of the American community in China. There also appeared in this connection a discussion of further changes and improvements not included in the Dyer bill but which were felt to be needed. The *Review* is now in receipt of the revised measure which Mr. Dyer will introduce in the new Congress which incorporates the suggestions outlined in our previous discussion of this subject. The measure as it now stands reads as follows:

A BILL.

To supplement the Act of June 30, 1906, creating the United States Court for China.

WHEREAS, The act creating the United States Court for China provides (Sec. 6)

"There shall be a District Attorney, a marshal, and a clerk of said court, with authority possessed by the corresponding officers of the district courts in the United States" etc. and

WHEREAS, Section 362 of the Revised Statutes provides:

"The Attorney General shall exercise general superintendence and direction over the attorneys and marshals of all the districts in the United States and the Territories as to the manner of discharging their respective duties; and the several district attorneys are

required to report to the Attorney General an account of their official proceedings, and of the state and condition of their respective offices in such time and manner as the Attorney General may direct," and

WHEREAS, Section 1 of the Act of June 30, 1906 (34 Stats. at Large, Ch. 3934) provides

"The Attorney-General shall hereafter under rules and regulations prescribed by him require the clerks of the United States circuit and district courts, clerks of the Territorial courts, clerks of the United States Courts in Alaska to report and account for all monies received by them on account of or as security for fees and costs and to report and account for all amount collected or received by them on behalf of the United States on account of judgments, fines, forfeitures, penalties and costs."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. Section 1. That the Attorney-General be required to take immediate steps to supervise the said officers of the United States Court for China and to require them to report to him and be subject to his direction to the same extent as the corresponding officers of District courts in the United States.

Section 2. The United States Commissioner for China shall in addition to the powers conferred by Act of June 4, 1920 (41 Stats. at Large, Pt. 1, p. 740) have and exercise in China, jurisdiction similar and corresponding to that conferred by the Acts of Congress upon court commissioners in Alaska. In the absence or disability of the Judge, the said Commissioner may make any order which the Judge could make in chambers in vacation and he may at any time hear and determine any cause in which the Judge is disqualified, or where both parties consent in writing. The Commissioner shall continue to be appointed as at present provided except that approval shall be by the Attorney General.

Section 3. All fees collected by and for said Commissioner shall be paid into the treasury of the United States, but he shall receive a salary of four thousand dollars per annum.

Section 4. The Clerk of the United States Court for China shall hereafter be appointed in the same manner as clerks of other United States District Courts. He shall be allowed a Deputy who shall receive a salary of twenty-five hundred dollars per annum.

Section 5. The Judge of said United States Court for China shall, in accordance with rules which he shall prescribe as to the manner of selection and challenge, name two disinterested assessors who shall be citizens of the United States, at least thirty years of age, to sit with him in the trial of any of the following causes:

(1) All capital cases.

(2) All civil cases which would be triable by jury in a regular district court of the United States and in which either party in writing, at least two days before the day set for trial, shall request such assessors.

(3) Any other case, criminal or civil, in which the said Judge deems it advisable.

The said Assessors may concur in the findings of the Judge, or make separate dissenting findings which shall be considered by the Judge in rendering judgment, or he may submit any or all questions of fact to the Assessors and base his judgment upon their joint finding.

SCHOOLS OF JOURNALISM FOR CHINA

IT is unfortunate that Dr. J. Leighton Stuart, president of Peking University has as yet been unable to raise the \$500,000 needed for the establishment of a school of journalism in Peking. While we think Shanghai would offer a better location for a school such as Dr. Stuart has in mind, this factor does not detract from our hope that his efforts ultimately will be successful. St. John's University of Shanghai has offered courses in journalism with considerable success for two or three years, the first teacher being Mr. Patterson formerly assistant editor of this journal and at present Mr. Maurice Votaw a graduate of the School of Journalism of the University of Missouri. Several students who have taken the journalism courses at St. John's are now connected with Shanghai newspapers and from all reports, are giving a good account of themselves.

The proper time to found a school or schools of journalism in China is the present, due to the fact that journalism or rather modern newspapers and magazines in China are just beginning to develop. At the time of the establishment of the Republic China did not have more than two dozen publications; now according to report there are more than 800 journals in regular publication. The Commercial Press, the great Chinese publishing house of Shanghai in some ways the largest and most complete publishing plant in the world, issues now from its own premises probably as many publications as there were in existence in all China before the revolution of 1911. In America the school of journalism came after a strong press had been developed. In many respects the school of journalism became a necessity because of the demands of the publishing industry for trained men. The School of Journalism of the University of Missouri, for example, one of the first to be established in America has graduated 432 students since the first class in 1909 and of this number it is reported that more than 95 percent are actually engaged in some form of journalistic activity. There are now more than 600 students enrolled, according to a recent publication of the school. In addition to the theoretical instruction received in the classroom, the students themselves publish a daily newspaper which provides the practical training.

IF China is to continue as a republic, and of this there can be no question, a strong independent press is necessary—more, it is vital. Up to the present the profession of journalism in China has been of low repute, the newspaperman being held in little higher regard than the mountebank, which he usually was. And, we are sorry to relate, many foreigners coming to China for newspaper work have been little better than the popular conception of the Chinese journalist. A history of foreign journalism in China would, if honestly written, contain many black pages that would bring blushes of shame to the upholders of clean and honest journalism abroad. For example there would be the case of the Shanghai editor who came out in an editorial stating, "In view of our Japanese subsidy having been discontinued, we will now support the Russians." This happened during the Russo-Japanese war and there is the more recent case of the foreign editor who used to be a violent exponent of the Chinese point of view but who changed over to the Japanese side during the Paris Peace Conference, because according to popular report, the Chinese withdrew their support and the Japanese came through with the money. Fortunately these instances are not the general rule and public opinion has properly taken care of those who have violated the ethics of the profession. There are honest editors in China both foreign and Chinese and these men will welcome the establishment of a school of journalism in China, several of them, to the end that the rapidly developing press of China may have a body of young men imbued with the proper ideals of their profession to draw upon. Newspapers in China today have a precarious existence, owing to the fact that the Chinese business man has not yet learned to appreciate the value of honest legitimate advertising. But the Chinese editor will not always remain the slave of a selfish interest, political or otherwise. He is already asserting his independence, which statement may be proved by reading the editorials of such papers as the *Shun Pao*, *Sin Wan Pao*, *Yi Shih Pao* and others. The School of Journalism of the University of Missouri has adopted a "Journalists' Creed" similar to the standard of ethics of the medical and other professions which we respectfully recommend for the careful perusal of those foreign and Chinese editors who look upon their profession

as something that can be bought and sold as a commodity by the highest bidder or who do not consider special training, ethics or ideals of value in the Journalistic profession;

THE JOURNALIST'S CREED

I believe in the profession of journalism.

I believe that the public journal is a public trust; that all connected with it are, to the full measure of their responsibility, trustees for the public; that acceptance of lesser service than the public service is betrayal of this trust.

I believe that clear thinking and clear statement, accuracy and fairness, are fundamental to good journalism.

I believe that a journalist should write only what he holds in his heart to be true.

I believe that suppression of the news, for any consideration other than the welfare of society, is indefensible.

I believe that no one should write as a journalist what he would not say as a gentleman; that bribery of one's own pocketbook is as much to be avoided as bribery by the pocketbook of another; that individual responsibility may not be escaped by pleading another's instructions or another's dividends.

I believe that advertising, news and editorial columns should alike serve the best interests of readers; that a single standard of helpful truth and cleanness should prevail for all; that the supreme test of good journalism is the measure of its public service.

I believe that the journalism which succeeds best—and best deserves success—fears God and honors man; is stoutly independent, unmoved by pride of opinion or greed of power, constructive, tolerant but never careless, self-controlled, patient, always respectful of its readers but always unafraid; is quickly indignant at injustice; is unswayed by the appeal of privilege or the clamor of the mob; seeks to give every man a chance and, as far as law and honest wage and recognition of human brotherhood can make it so, an equal chance; is profoundly patriotic while sincerely promoting international good will and cementing world-comradeship; is a journalism of humanity, of and for today's world.

THERE'S ONLY ONE GENUINE "WHO'S WHO IN CHINA"

SEVERAL years ago the *Review* began the publication in its columns of a department entitled, "Who's Who in China." In this department has appeared practically every week photographs and biographies of Chinese leaders in various fields of endeavor. These biographies have been supplied to the *Review* by its correspondents in various parts of China and have been published purely as a matter of news. The idea always has been to make this department of the *Review* really representative of the men in various lines of endeavor in all parts of China who have actually risen to positions of influence in the affairs of the land, whether it is politics, military life, business or professional affairs. After this department had appeared in our columns for some time there came a demand for the republication of the photographs and biographies in book form so that was done and two editions have been published to date, both of which are entirely sold out.

A third edition of the book to contain approximately 500 biographies is now in preparation and probably will be ready for distribution by the first of next year. The book will sell for \$4 or \$5 according to the binding. The popularity of this work has inspired other publishers with similar ideas, all of which has been very gratifying to the publishers of the *Review* for it has shown that the original idea was sound and it has tended to inspire among foreigners, and the Chinese as well, a desire for greater knowledge regarding the men who are making the history of modern China. Since the original publication of *Who's Who in China*, other publications have appeared containing biographies of prominent Chinese. The returned students from America have issued a book and the Japanese have issued a book of the kind in the Chinese language. Then there is another book dealing with the biographies of foreigners in China which has a title that amounts to an imitation of our book which has caused considerable confusion owing to the fact that purchasers of the book dealing with biographies of foreigners thought they were getting the book published by the *Review* which deals with Chinese exclusively. The latest enterprise of the kind to enter the field is that of the Biographical Publishing Company, which is engaged in the publication of a pretentious volume entitled, "Biographies of Prominent Chinese." This book, according to the announcement of its backers, is to be limited as to the number of biographies which it will contain, but is to be quite elaborate in its typographical excellence, the chief purpose being to supply a volume for select circulation. As stated above, the publishers of the *Review* feel flattered at the number of persons and interests which are trying to make the leaders of China better known to the outside world through the publication of books dealing with biographies, but we desire to repeat the statement that there is only one real and genuine, *Who's Who in China* and that is the one published by the Millard Publishing Company of Shanghai, and the only one with which the *Review* has any connection.

Denby Favors More Patrol Boats on Yangtze

BY FRANK H. HEDGES

STRENGTHENING of the Yangtze Patrol of the American Navy by gunboats adequate for their task is the plan of the Department of the Navy, said Secretary Edwin Denby in a special interview for the *Review*. Mr. Denby is fully aware of the pitiful state of the six little gunboats on the river and of the need for an efficient patrol. The possibility that Congress will refuse to authorize expenditures for this purpose is the single difficulty looming ahead.

"The Navy Department will," said Mr. Denby, "at the next session of Congress, earnestly ask for an appropriation for the building of gunboats for particular use on the Yangtze River. We are trying now to reinforce the Yangtze Patrol but have no vessels other than those now in use that can go above Hankow. We shall ask Congress for six new gunboats designed expressly to be able to go up the rapids, and of speeds sufficient adequately to do their work, and draft light enough to go into the lakes when they may be needed.

"When we have these ships, if we are successful in getting them, we shall increase the Patrol, probably by the use of the entire number, or, in any event, by a number regarded as sufficient to give protection to our citizens and commerce.

"You may say for me that the Navy is keenly alive to the situation in China and is very anxious to render all protection wherever possible. Whether we shall in the immediate future strengthen the Asiatic Fleet I can not at this time say, but we shall certainly endeavor to strengthen our forces in the river at least so that our own people and their interests may be protected under our own flag."

Washington, D. C., August 1, 1923.

American Lives and Interests Shall Be Protected—Admiral Phelps.

(The following interview with the Commander of the U. S. Yangtze Patrol appeared in the North China Daily News for August 27).

A new and vigorous American naval policy on the Upper Yangtze, calculated fully to protect American lives and property is announced here by Rear Admiral W. W. Phelps, Commander of the Yangtze Patrol Force. Marine guards will be placed on American steamers when required, steamer captains will be permitted to reply when fired upon and American gunboat commanders will be free, to act as they "deem necessary" in safeguarding American interests. Telegrams have been sent through Wu Pei-fu to all prominent Chinese military and civil authorities on the Upper River completely and forcefully outlining the new programme.

"Although it is not our policy to interfere in any manner with the political or military affairs of the Chinese people, it is the function of the Yangtze Patrol fully to protect American interests along the River and we intend to fulfil that function at all hazard," said Admiral Phelps in a special interview here.

"The policy is merely the logical carrying out of the well-known general attitude of the American nation towards China," said the Admiral. "We derive every course of action from the traditional programme of America here to protect American rights and at the same time to help the Chinese toward self-government. We are jealous of the integrity of China and will attempt under all circumstance strictly to maintain it.

"Repeated protests to Peking and local officials against the Yangtze indignities have apparently been fruitless. Up in Szechuan we find that the Chinese military commanders have but a scant idea of the solemn obligations which international law and treaties impose. It has been and is now our aim to impress upon them our attitude of conciliation and good will but also to educate them in so far as we possibly can in what we are entitled to under treaties and the laws of nations."

Remarking upon recent attacks upon the steamer *Alice Dollar* and other vessels, the Admiral said that he was ready to provide guards for these ships when required and that he saw no reason why the captains should not carry arms for self-protection. American gunboat commanders, he said, were to be given the fullest possible latitude in the protection of the steamers, including permission at all times to reply to fire from brigand or military forces with the design of silencing such fire.

"We shall not 'retaliate' nor pursue a punitive policy," said the Admiral. "The word retaliate is often carelessly employed and it conveys an entire misconception of our motives in this situation. We intend to ward off and to prevent injury to American lives and property—nothing more."

"Instructions to my commanders here now authorize them where native brigand bands or military units directly jeopardize American personal or commercial rights, to beat down such attacks at all hazards. Realizing that decisions must be made speedily in handling such situations, I am giving the commanders the greatest possible latitude in action. I have complete confidence in their sympathy with and understanding of the peculiar conditions obtaining here and am satisfied to rely upon their discretion in enforcing our policies."

"American naval forces are extremely careful not to fire upon native villages, even when attacked. This practice naturally calls for great forbearance, it has done so several times during the present summer, but we will not inflict suffering upon the innocent in China for the acts of the irresponsible few."

"It is our wish to make every American feel perfectly safe in coming into the Yangtze valley to live or to transact business, until such time as the Chinese themselves are able to afford these guarantees which every Chinese citizen freely enjoys in America."

"Business has had to suffer heavy losses along the Yangtze during the last few years due to the disordered conditions. For the present we shall do all in our power to keep this avenue of trade open in the hope that they will recover their position and extend American interests into the vast untouched territory to the west of Chungking."

Asked whether there were sufficient American gunboats now on the river to enforce the new policy, Admiral Phelps admitted that more ships were required. "For a year," he said, "I have been advocating a stronger naval force for the Yangtze—a force sufficiently large and well equipped effectively to patrol the river from Shanghai to Suifu. I am hopeful that the next Congress will make an appropriation

for four new river gunboats. Their cost would be but a trifling percentage of the income taxes paid by American business and citizens in China. But even this number of vessels is insufficient to provide for a thorough-going patrol of 1,500 miles of river or to enable us to safeguard all the interests of our nationals along the Yangtze."

Concerning the proposal of a temporary international patrol, all the gunboats on the Upper River being permitted to co-operate fully in providing a watch upon or a convoy for foreign shipping, the Admiral declared that the programme had his hearty approval, providing the several naval forces were at the same time permitted individual freedom of action. Up to the present, he said, the treaty Powers have made no attempt to show a "moral front" along the river and advantage is constantly being taken of the apparent division. In February, he said, he had organized a meeting in Shanghai of the British, Japanese, French and American Admirals, held under the Presidency of the Japanese Rear-Admiral Kobiyashi. The meeting was highly successful and gave promise of further and continuing co-operation.

The Admiral expressed a decided opposition to foreign intervention in China. "I am opposed to intervention," he said, "not only because it violates the letter and spirit of the Washington Pacific Agreement and the letter and spirit of American treaties and declared policies toward China, but because it is, of itself, an unsound doctrine." He added however, that he felt the very altruism of America's policies here, involving an insistence upon the Open Door, leniency in the Boxer and similar episodes, non-aggrandizement and refusal to take concessions, was now being taken advantage of.

In order that no doubt may be left in the mind of any local military or civil officer concerning the intention of the American naval forces on the River now to insist upon protection for American rights, the Admiral said that he had communicated a complete outline of the policy to them through General Wu Pei-fu. American commanders on the River are also instructed to inform and remind the authorities at every opportunity of the policy and the principles underlying it.

Ultimately, the Admiral hopes, the Yangtze Patrol Force will be relieved of enforcing American rights, by the Chinese themselves. "I believe that the Chinese should be encouraged and in every way possible assisted in taking over the policing of the River themselves," he said. "The Maritime Customs, should, in my opinion, be given the opportunity either under its River Inspectorate or by means of a new department, to protect foreign shipping here. I am confident that the work would be well administered and by this step I am sure that the Chinese themselves would make a material advance toward the setting of their house in order."

During the present summer the American gunboats have had a lively time attempting to secure American interests on the Upper River. Not only in the two recent attacks upon the *Alice Dollar* have they been called upon to interfere, but they have had to employ force in several other instances.

At Yangtchoi, early in the summer, the seizure of four loaded Standard Oil junks necessitated the intervention of the *Monocacy*. The military officers at Fengtu refusing to co-operate in obtaining the release of the oil, the gunboat commander himself delivered the demand and when the brigands failed to comply, fired the four explosive shells into their camp, killing four of them outright and wounding others. All of the cargo was finally recovered.

Bandits at Brass Gong Gorge near Tangchito recently fired upon the *Palos* which at once replied with machine guns scattering the band. A number of bandits were reported killed and wounded.

Yang Sen's forces at Wanhsien fired upon the *Palos* striking the ship a number of times. Inasmuch as the commander was loath to risk firing upon the city and wounding civilians, he did not reply, although an apology was exacted from the military commander.

At Chenchingai, 12 miles below Hokang above Chungking, 600 brigands seized 26 Standard Oil junks and demanded \$3,000 ransom. Failing to negotiate the release of the oil, the *Palos* commander informed the Chinese military commander nearby of his intention and opened fire with machine-guns and a six pounder on the bandit camp. Fifteen bandits are known to have been killed and 50 wounded.

Conflicting reports concerning the number of Chinese soldiers killed by the return fire of the *Monocacy* during the recent attack here upon the *Alice Dollar* are still being received. Some of the estimates place the number as high as 350. Inasmuch as the local Chinese officials are silent, it is still impossible to obtain official information on the point.

Rear Admiral W. W. Phelps, author of the new American policy, has been for one year Commander of the Yangtze Patrol Force. He came to China immediately from two years service as Chief of Staff of the Naval War College at Newport, and has a long record of similarly important posts.

Chungking, Szechuan Province, Aug. 5, 1923.

Bulls, Bull and John Bull

BY CHARLES DAILEY

TAKE this Lincheng business, for example. Here are the members of the Diplomatic Corps, already realizing the bulls they have committed in the note to the Chinese government, meeting for the drafting of a new note—locking the stable door after the horse has gone. Then there is Wellington Koo, induced to take hold of the Foreign Office in the emergency because he is the best bull-thrower China has and was counted upon to twist the Diplomatic Corps around his fingers with the same agility that a California land salesman will sell you a lemon ranch for a dollar down and a dollar a week for life. But back in the office is John Bull. There's just one thing about John. He is a good sport. He can take a jolly good licking and come right up smiling and in the end get just what he wants. It may not be what he originally asked, but he will bring home the bacon, and usually puts it over on the other fellows, including his confreres in the diplomatic game of putting it over on China. Just keep your eye on John Bull when the Lincheng note goes bluey and Wellington Koo has hypnotized the foreign envoys.

That Lincheng communication was not a note—it was a hash. It was inspired by the British, but softened, modulated, sterilized, dulled to the point of vagueness and left at the Foreign Office a mere mass of words with hardly a bit of punch in it. There were intimations in plenty; there were only two essential demands. Both these essential demands are to be combatted by that clever hypnotist that China has called in as a pinch hitter. Already it is predicted that if the note is not actually withdrawn it will be forgotten. There will be some new representations, also there will be some voluntary offerings on the part of the Chinese themselves. But leave it to John Bull, he is likely to get in the end just what he set out to get.

When the note was in the making the British propagandist agency got busy and kept the limelight directed away from the British. The ever-ready "diplomatic correspondent of the *London Daily Telegraph*" did his little task and the ever-subservient *Reuters* news agency saw that his effusions obtained full circulation in China. The intimation was put out that Great Britain favored reasonable treatment of China and had won the rest of the European powers over to this view, but that the United States was holding out for harsher methods. A few of us, knowing the absolutely amateurish diplomacy of the United States, which is so shirt-sleeved that there never could be an ace hidden, knew also that the policy of the United States with reference to China, with which policy many Americans in China wholly disagree, had not changed and that the coddling of China had not been discontinued, simply because there is no general interest in China upon the part of the Americans except that created by the missionaries, whose view is a benevolent but hardly practical one.

So also these Americans in China knew that behind the British propaganda there was a brew in the pot that presently would be brought into the public dining-room. John Bull probably will succeed; he deserves to succeed. He is so intensely practical that he generally gets what he goes after. All we have to do is to wait for a few weeks or a few months and see. A few barked shins are as nothing to the Britisher; he wears "shorts" just to show his scars, but away back in the depths of his mind he is thinking of how he can get what he wants. He usually does in the long run. That is how the British Empire was built; that is how it is held together, and added to, as it was in the still-unfinished war in Europe.

This much by way of prophecy. Now for the Chinese side. The Lincheng note was a surprise to the Chinese because of its extreme leniency. This was construed as weakness on the part of the foreign powers; it probably is weakness, for if the Powers had demanded more and China had refused the foreigners would have had to back water. If the diplomats entertained any doubts on that score they need only to have consulted their military attaches. But the Chinese, on observing the weakness of the note, prepared to combat it vigorously. They will not do it by one reply to the Diplomatic Body, but by a series of conversations taking up the individual points over a period of many weeks. Already a vigorous propaganda has been instituted by the Chinese to prepare Dr. Koo for his fight, and he is amassing protests and statements not only from all parts of China but from the Chinese ministers in foreign countries. The matter of indemnities will cause no fight at all; they are so slight. China would have paid even more, especially as she merely expects to sign a blank check for it, issue a loan based on the expected increased customs revenue and let the foreigners pay their own indemnity through the medium of their commerce.

Four ministries will have to make reports before Dr. Koo can take up the essential features of the Lincheng note.

Not one of these is ready at this writing. Then these reports will have to be combined, reconciled and subjected to the hypnotic polish which Dr. Koo is expected to be able to apply, after which he will approach the Diplomatic Body and make a strong fight against the simplest of the demands—that of indemnity—and thus pave the way for his chief efforts.

Space does not permit going into every argument the Chinese are preparing to use, but reference can be made to only a few of them and then briefly. China will refuse the demand for a foreign-officered police force on the railways, chiefly on the ground that it is a violation of the sovereignty of the nation. Unless the foreign powers waive the point, she will present strong arguments against this unnecessary imposition. As a matter of fact, most of the Powers realize that they have blundered in this. They have sought to add a fixed charge to the railways, thus impairing the foreign own bonds, while also not striking at the real root of the evil, the protection from bandits, a duty not of the police but of the military authorities. China will gladly reorganize her railway police and probably will intrust to General Munthe its training, but wants no General Bruce and a lot of British, Japanese and American officers riding about on her trains and attempting to direct the police. I am not in the confidence of the Foreign Office any more than I am in possession of the star chamber proceedings of the Diplomatic Corps, but here are some of the main points the Chinese government will make in reference to the creation of a foreign officered police force, wholly aside from the question of the violation of China's sovereignty:

1. The duty of the railway police is not for the protection of the train from attacks by bandits. An error of judgment was made by the Ministry of Communications in placing heavier police guards on the trains immediately after the Lincheng outrage. This was done hastily and only for the purpose of reassuring the foreigners.

2. The duty of protecting the railway and all other communications in China rests with the military. It is no function whatever of the police. The military commanders of the foreign troops in China and the military attaches of the Legations support this view.

3. The railway police are required to preserve order on the train, to see that heavy baggage is not carried into the carriages but placed in the luggage van; to arrest those attempting to evade the payment of proper fare; to control the orderly embarkation and disembarkation of the passengers, to preserve order in the line at the ticket booth and at the entrance gate; to guard against the pilfering of the effects of passengers or of goods in transit or on platforms.

4. No material increase in the railway police force is needed for this purpose, although if revenues permitted the numbers might be enlarged to enable the detachment of some of the men for training under a competent supervising drill-master, such as General Munthe.

5. There is no necessity for foreign officers of the railway battalions. China has capable drill sergeants available for this purpose.

So much for the railway police. Now as to the removal of Tien Chung-Yu, Tuchun of Shantung, as the man responsible for the Lincheng disaster. If he is responsible, why is not Tsao Kun, the Inspector-General of Chihli and Shantung, even more responsible, for it was he who appointed General Tien and has kept him in office in spite of repeated protests of the people of Shantung in the last four years or more? If General Tien wishes to assume responsibility and voluntarily to retire, his resignation will be accepted.

But will the Tuchun retire? It is a fat office, yielding great riches. Tsao Kun hardly would dare to order his retirement because Tien has a large army, which has been increased even since the Lincheng holdup. Besides, he is of immeasurable value to the Chihli party at this juncture, when it is liable to a combined attack by all the enemies of that party. His services in the Chihli-Fengtien war enabled Chihli, Honan and Shensi troops to concentrate entirely on the protection of Peking, General Tien looking after all that territory along the Tientsin-Pukow railway south of Tchow and thus guarding against a flank attack.

Also, Tsao Kun cannot dismiss Tuchun Tien because he has a large and fairly effective army and could not be removed by force. He is a far greater power than is generally realized. He is able to make Shantung an autonomous province.

There are many other arguments in the Chinese mind, some of which have found their way into the public prints. These have developed through the action of the Diplomatic Corps committee in getting together on their idea of a plan for the reorganization of the railway police, which is to include foreign accounting and other features which will be opposed as a violation of China's sovereignty, even though these fifteen or twenty foreigners are to be introduced nominally as of a supervisory nature. There is always the danger—and this is what China will combat most

strongly—that these officers will attempt to exert other authority. For that reason it is unlikely that there will be a single American suggested.

As far as tentative arrangements have been made by the foreigners, the chief officers will be British, with some Japanese on the Shantung railway and some French on the Peking-Hankow line. A real test will come when an attempt is made to put foreign officers on the Peking-Suiyuan line, for instance. Already the vernacular press, particularly that section of a semi-official nature, has seen in the financial-supervision feature what it terms a British intrigue to obtain financial control of certain railways, of which more later on. The attempt to drag the Diplomatic Corps body and breeches into this plan has thus far met with failure, the United States for one holding out against it and thus giving the Chinese further ground for its strong stand. Much ado has been made of this by the Chinese press, but the British press and agencies in North China, while entering a weak denial make no secret of the desire for foreign control of other Chinese railways similar to that exercised on the Shanghai-Nanking line.

Here is the summary of the views of the Chinese ministers in foreign countries which has been published with the view of strengthening the hand of Dr. Koo when he goes to bat with the Diplomatic Corps:

"Indeed, the Chinese government cannot shift the responsibility for the outrages committed by the Lincheng bandits; but with regard to the claims for indemnity the Chinese government can only make good the direct losses of the captives. The amount demanded by the Diplomatic Corps is a surprise to us and we think one-half of it is quite sufficient. In order to avoid foreign interference in our administrative affairs the punishment of officials concerned must be decided by the Chinese government. The control of the railway police must be refused, as we have already engaged General Munthe to take charge of their discipline and training.

Nearly all the important political leaders have expressed themselves in order to give the Foreign Minister backing in the stand he will take. Tsao Kun, the power behind the government, has styled the movement for foreign control of the railways on the pretext of negligence on one line where the captives were taken as a "grave injustice." He feels that if foreign control is foisted on the railways determined opposition must arise. Wu Pei-Fu, who steadily refuses to be drawn into the political maelstrom that is slowly but surely wrecking the Chihli party, regards the so-called British proposal as unwarranted interference with China's domestic affairs. He is thus quoted: "The improvement of the railway guards must be left with the Chinese government, because foreign control would by no means improve the situation, not to mention the violation of China's sovereign rights. Punishment of local officials must be left with the Chinese government, as it is part of the internal administration. In the case of the Boxer uprising the officials were punished on account of their anti-foreign feelings, but in the Lincheng case the officials failed to give efficient protection. There is therefore a great difference."

The Chinese government is also collecting a strong lot of expressions from within Shantung province. The Shantung Provincial Assembly telegraphed in substance: "The holding up of trains by robbers and bandits has occurred frequently in foreign countries. *** However, the Chinese government spared no effort in effecting the release of the prisoners, all of whom have been delivered from the hands of the bandits. The claims for indemnity are more than sufficient to cover the losses, but the foreign powers have gone too far when they aim at interference with the internal administration of the country. *** The government has already begun to improve the railway guards and the Tuchun of Shantung has already tendered his resignation. It is unnecessary for the Diplomatic Corps to make such demands, which are an insult to China's sovereignty. Should the government allow such a dangerous precedent to be established it will be impossible to run the administration in the future. It is requested that the government and the two Inspectors-General (Tsao Kun and Wu Pei-Fu) will adopt a firm attitude."

The representatives of the public bodies in Shantung protest that "the very fact that foreigners were captured by bandits last May was evidence of the stern measures the Chinese militarists were taking against them" and they solemnly conclude, after a protest against the surrender of China's "precious sovereignty" that: "If Tuchun Tien is ousted it will be a grave injustice and a menace to the peace of the province. Therefore the Central Government is advised to reject the demands." Lastly there is a threat of a revolt by the military if Tien is punished, for the Peking govern-

ment received a telegram jointly written by all the divisional and brigade commanders of Shantung, who announce their intention, if the Tuchun is removed, to resign their commissions and remain under his command. This is a veiled challenge to Tsao Kun to "come and suppress us if you can."

Altogether the Foreign Minister is collecting some rather formidable documents with which to confront the Diplomatic Body. And as time goes on and more of the diplomats observe the blunders they made in not asking for something they were in a position to enforce in the event of refusal, just that much more chance there is that the original Lincheng note may fall into the limbo of forgotten things and a new tack attempted. Here is where John Bull comes in, for he smiles as he rubs his bruised shins. He has an idea in the back of his head. The Chinese suspect a movement for the control of the railways, but have not yet heard of the method.

Now just by way of premise let it be said that there are two very powerful British institutions. The Federation of British Industries, when it received protests from trade bodies in China, gets on the job in a minute and is strong enough to be heard. Right straight to Downing street it will go, no matter how busy everybody may be with the Ruhr or other questions and will get a hearing. Out here in China is a rather modest and conservative institution known as the Hongkong and Shanghai Banking Corporation. In Peking it is said that the secretaries and other officials of the Legations arise and remove their hats if even a messenger from the bank comes in. It may be all Peking-Club talk, but as a go-getter the Hongkong bank will take some beating. If the Americans had an F. B. I. in Washington or some institution of business men in China that had any pull at all at the Legation it might be easier sailing for them in China and they would not see what little money there is floating around always falling into the British hands. You must hand it to the British for being Johnny-on-the-Spot. They must have a lot of Scotch in them, for they can hear a silver dollar fall way outside Chienmen and can get to it before any other foreigner even can think of a method of action.

Now to go back a bit and to show how John Bull hopes to get his even if the other foreigners do not, let it be said quite softly so as not to offend the British Legation or to crab the game by letting Wellington Koo hear of it that the British, who are responsible for the foreign-offered guard demand, realize the error that has been made in thus seeking to saddle the already burdened railways with additional fixed charges, thus further imperilling the foreign investments, some of which are certain to be defaulted in October and others a little later unless preventive measures are taken. The imperilled investments are largely British. So Britain is now seeking a way out and at the same time to increase her hold on the railways.

It is well to recall the Lo Wen-Kan case in this connection. Here is a perfectly honest Chinese persecuted even after his vindication, pursued by the same group of corrupt Chinese politicians who had their eyes on some loose money that came into the Ministry of Finance one day last year when no foreigner was looking—that is nobody but the Hongkong and Shanghai bank. The sum of \$660,000 fell into the treasury. Kao En-Hung was Minister of Communications at the time of the Austrian ship-deal windfall. Now Kao is the Live-Wire Luiz of China. He can smell a dollar almost as far away as the boss sniffer of the Hongkong bank can—almost. Wu Pei-Fu and Tsao Kun were each pressing him for money for the upkeep of their troops and other necessities of an Inspector-General in China. He had a few hundred thousand dollars in the treasury of the Peking-Hankow railway, the receipts of which he had been conserving for the military needs of the two Chihli militarists.

Just before the first of October the official snooper of the Hongkong bank came snooping around, knowing that the \$500,000 bonded interest on the Canton-Kowloon railway was not to be had out of the earnings of that war-stricken road and demanded it of Kao En-Hung from the money he had been conserving out of the receipts of the Peking-Hankow line.

"Haven't got a cent that isn't earmarked for Tsao Kun or Wu Pei-Fu," said Live-Wire Luiz to the Official Snooper.

"But we've got to have our money," insisted the Snooper. "Perhaps the Chinese can live on rice but it requires meat to satisfy the British lion."

Live-Wire Luiz sparred for time, then confessed himself up a stump.

"Whisper," said the Official Snooper. "The Ministry of Finance has just received \$660,000. I'll wait until you get back with the half million that will hold me until the next instalment of the Hook-worm loan is due."

Off went Kao En-Hung like a shot. He came back with the money. The Hongkong bank satisfied the Canton-Kowloon bondholders and Kao En-Hung satisfied Tsao Kun and Wu Pei-Fu. Poor old Lo Wen-Kan joined the In-Bad Club without application. His political enemies hopped down upon him and charged him with receiving a \$660,000 bribe. He went to jail, and ever since he either has been in jail, under trial or facing a new trial after vindication. He cannot be convicted because he is guilty of no crime. The money was honestly deposited in his custody. It was paid over for an honest debt.

Now the Official Snooper of the Hongkong bank has a new idea in the back of his bonnet. Since the original Lincheng note seems about to go into the discard the British will endeavor to obtain in return for the withdrawal of that part of it relating to the foreign-officered railway police, the deposit in the Hongkong Shanghai bank of the daily revenues of the Tientsin-Pukow railway. This not only will insure the interest and amortization of the bonds on that line, but also will enable the bank to utilize the surplus for the defaulted interest on the Peking-Hankow and other railways. It may be the thin edge of the wedge of foreign control of China's railways, but it is not so crude as the plan being considered under the method being devised through the Lincheng note. Wellington Koo may succeed in putting it over on the other powers, but it is difficult to bull John Bull.

Now let the diplomats pass on to the essential section of the Lincheng note—that part of it which reads: "If the government of China *** do not set themselves resolutely to repress the brigandage which threatened the rights and interests of foreigners the Diplomatic Body will be obliged to consider what further steps," etc. There is plenty of opportunity for a real Lincheng note, while the *Alice Dollar* case, the Melotto and Weathersbe captures and the recent sacking of the missions at Tsaoshih afford openings for something in language that China can understand. Withholding of further benefits promised by the Washington Conference is one of them.

Peking, August 25.

Thirty Year Review of the General Electric Company 1892-1922

In the past thirty years of the General Electric Company, Schenectady, New York, much has been accomplished in the development of the uses of electricity. A booklet has just been published by them outlining this development within this period, during which time the organization was under the able leadership of Mr. Charles A. Coffin, whose retirement brought considerable mention of the accomplishments during his term of remarkable service.

Illustrations show the wonderful achievements of the General Electric Company, achievements that have been brought to the attention of the people at large, such as the *U. S. S. Maryland*, latest battleship equipped with complete electrical drive, the electrification of the Grand Central Terminal Area, New York City, the Direct Current Locomotives of the Chicago, Milwaukee & St. Paul Railway, the Trackless Trolley Buses at Staten Island, New York, and the electrical apparatus used on the Panama Canal.

The Review points to the development of Radio which has brought the name of General Electric Company to the minds of many, who a few years ago were less interested in the progress of electricity, and now look forward to further discoveries in the efforts of broadcasting and receiving.

"Wonders will never cease." This can be applied to the research work of the General Electric Company whose laboratories have brought forth marvelous appliances for manufacturing and domestic purposes, and in reviewing results of such labors in a book of this kind, brings to us the realization of the great field for the future development of electrical inventions.

In conclusion mention is made of the "Electrical Wizard," Dr. Charles P. Steinmetz, consulting engineer of the company who has devoted his entire knowledge of electricity to the company, who in turn have given his benefits to the public in many ways.

Agricultural Unrest May Lead to Bolshevism in China

BY CHANG CHI-WEN

CHINA is the equal of any country on earth in her richness of natural resources, abundance of man power, and the extent of arable land, to which is coupled a favorable climate for a wide range of plant growth and crop-production and a wealth of rivers and streams for irrigation. Therefore, to China, agriculture is life and because of her agriculture China has always been noted in the history of the world. But as civilization has advanced and science has found employment, other countries have availed themselves of every opportunity offered by science and have made rapid progress, while China has stood still or practically so in her acceptance of the teachings of modern civilization. Her agriculture today is just what it was centuries ago. There is no evidence of any improvement whatever.

We can see the sorry picture of our pathetic rural conditions by going out into the country near any town or city and doing a little investigating. Farmers are living under adverse and miserable conditions which the educated shun and which long since should have been improved. The amount of agricultural land belonging to each family in China is generally less than twenty mow or three English acres and, notwithstanding the intensive cultivation of every inch of soil, the earnings are barely enough to support a family. Frankly our farmers are living on the verge of starvation. On this account there is in most parts of the country a more or less serious agricultural unrest. This is realized everywhere and constitutes the real basis of the bandit problem. This is the reason why many people fear that Bolshevism may still find its way into China.

Can we afford to let conditions continue as they have in the past? No, because from eighty to eighty-five percent of our total population are farmers who are illiterate and know nothing but agriculture. They must continue as farmers since the factory is still in its infant stage and as yet provides little employment for workmen. China must be developed through agriculture, as this is the surest and easiest way to modern national development. We must set ourselves to work out some means whereby our rural conditions can be improved so that our entire population may quicken its step and keep pace with the rest of the world.

In the last few years there have come into existence several agricultural schools and hundreds of students have been encouraged to take up agriculture as a life work. But these students are facing great difficulties in securing work in their chosen field and it is not uncommon to find many of them engaged in work other than agriculture. The reasons for this are:

1. Practically all governmental agricultural experiment stations are in the hands of corrupt officials who know nothing about agriculture but who simply occupy the position for the purpose of squandering the appropriation.

2. The students of agriculture themselves are not well trained for their task. While in school they emphasize too much on literary study and undervalue practical work. After graduation they hesitate to go to work because of lack of experience, the fear to run risks or because they are disinclined to manual labor.

Consequently the majority of agricultural graduates become teachers; some in agricultural schools and others in secondary schools. They are not in any sense in touch with the farmers and many of them forget all about agriculture. Such students even though they numbered to the tens of thousands, will amount to nothing in the improvement of China's agriculture.

To remedy this condition the following suggestions are made:

1. *Rural Sociology Course of Study.*—This is so new a study that only a few of the foremost colleges have included it in their curricula. It teaches students how to ascertain actual rural conditions and needs, suggests ways of reformation, and educates them to appreciate better their agricultural studies and to sympathize with the people who work on farms.

2. *Rural Surveys.*—Actual rural conditions must be first found out before any comprehensive work can be undertaken. As rural conditions vary in different parts of the country, a set of questions or a kind of survey blank should be sent out to gather information to be carefully studied, analyzed, and generalized into truths and definite conclusions.

3. *Rural Schools.*—Rural education is a key to the work of rural improvement. Without it no permanent and extensive improvement can be obtained. Unfortunately this factor is overlooked, as the following statement indicates. "The

average farmer and rural teacher think of the rural school as a little house, on a little ground, with a little equipment, where a little teacher at a little salary for a little while teaches little children little things." We must give to every locality proper schools, for adults as well as for the youth. It is only through education that they can be expected to change their mode of thinking.

4. *Publicity and Propaganda.*—Through publicity and propaganda the gospel of the new agriculture can be preached to the people generally. Demonstrations of improved crops, farm implements and theatrical plays are good means of propaganda. Farmers do not understand abstract discussion but they are interested in concrete illustrations. A play which reveals the importance and methods of crop improvement offers an excellent way to get hold of the farmers and teach them something worth while.

5. *Community Pure Seed Distribution Centers under the Control of Agricultural Schools.*—Agricultural schools should not limit their functions to teaching only. They should conduct experiments in crop improvement and take the results of their successful experiments to the farmers directly. They can make experiments better than any experiment stations because their faculties are composed of men of good training and intellect. As a matter of fact, most of our agricultural schools have experimented for years, but beyond this they undertake nothing. Perhaps they have not succeeded in their experiments or they do not know how to share their results with the farmers. The following is a plan which has been in the writer's mind for a long time and which he thinks, if applied, will solve the problem of agricultural extension work.

In every hsien there is a large amount of public land in the hands of the financial committee of the hsien. The income from it is used for certain local undertakings, such as educational and philanthropic enterprises. In general much of the income is spent for things with which the townsmen are largely directly concerned while the rural people are often left out of consideration. If every hsien could set aside a piece of cultivated land, say twenty mow, in a suitable locality and let an agricultural school near-by run it as a pure seed distribution center for the whole hsien, the farmers would be inexpensively helped. The hsien would furnish land, house and labor, while the agricultural school would provide a trained student or teacher to direct and manage it. On this land, seeds that are tested and improved by the agricultural schools could be grown. The resulting yield could then be distributed to the farmers free or sold to them at a low price. Improved farm implements and new methods of culture would be employed, so that the farmers might learn for their own use. If the experimental land could be farmed successfully, it would be made self supporting, as the income from the sale of products would cover running expenses. All agricultural schools would be willing to render this kind of service, as several of them have already added the department of agricultural extension with a teacher in charge. The teacher or student would not have to stay all the year around at the pure seed distribution centers but only make frequent visits and give instructions. The school would have to send a well-trained workman there to act as foreman of the center and to be paid, of course, by the hsien.

The writer hopes that this plan can be put into practice. By it, the crop production of the whole hsien can be improved in a quick and cheap way. Through it, the agricultural schools can fulfil their functions. As to the carrying out of extension work, the cotton department of the University of Nanking may be cited as an illustration. This department has undertaken a piece of work of tremendous importance in the development of the cotton industry in China, under the direction of professor J. B. Griffing and through the effort of his energetic assistants. An account of this work will show that other agricultural schools may follow this example profitably.

In Lai'an Hsien, Chuchou, Tangtsuen, Wu-kiang, and Hochou (all these places are on the north side of the Yangtze River and close to the University) this department has made careful surveys and tests in growing cotton on several farms for a number of years, showing that these places are best adapted to the growing of Acala—a variety of American Upland Cotton—which is most promising and commands the highest price of all varieties of foreign cotton that have been so far introduced into China. To these places the University has gone this spring with an enormous amount of Acala seed for free distribution, donating a supply of five catties of seed to every farm family—an amount amply sufficient to plant one mow. The farmers will profit tremendously by this year's experience in growing an improved strain of cotton with the new methods of culture and can see for themselves the advisability of extensive growing the following year. The University will frequently send out well-trained assistants to these places to aid the farmers in applying the new methods of culture to the best advantage.

In the fall the University will establish in these places buying and ginning stations. This will help the farmers to get better prices when they grow better crops. The University

is able to pay higher prices than any local wholesalers because it buys nothing but cotton of good quality and can do away with many go-betweens, and consequently many commission fees, which bring down the prices on the local market. To control the cotton gin is to control the purity of seed. The seed ginned from farmer's cotton is likely to be inferior and can be discarded at the ginning center and a supply of good seed can at the same time be furnished. By so doing it will be possible for the whole community to grow only one variety of cotton which is uniform and excellent in quality. This will avoid the danger of mixture and deterioration of the improved variety and ultimately bring benefit to the whole community.

In August this year the Second National Agricultural Conference was held at Peking. There the leading figures of the country assembled and devised a program for the promotion and development of agriculture. It is hoped that the suggestions expounded above received their hearty discussion and adoption. In a large country like China, a united action should be secured for efficiently carrying out the nation-wide program.

Searching the World for Manufacturing Material

The growing demand of the manufacturers of the United States for material purchased in other parts of the world is illustrated by the latest import figures which indicate that the value of manufacturing material imported in the fiscal year which ended in June 1923, aggregated nearly 2½ billion gold dollars, as against an annual average of less than a billion dollars in the years immediately preceding the war. While higher prices are in part responsible for this increase, it is quite apparent that the quantity of manufacturing material coming from abroad constantly increases.

Compilations made by the *Trade Record* of The National City Bank of New York show that the total value of imports of raw material for use in manufacturing totaled about \$1,500,000,000 in the fiscal year which ended with June 30, while manufactures for further use in manufacturing aggregated, about \$750,000,000. The very highest record made in the pre-war period was \$635,000,000 of raw material imported and \$350,000,000 of manufactures for further use in manufacturing, so that the record of the fiscal year 1923 is about 2½ times as great in stated value as in the highest pre-war year.

Even this high record of nearly 2½ billion dollars of imports in the fiscal year 1923 does not fully measure the sums paid by the manufacturers for foreign material, for the figures which measure our imports represent the cost in the foreign countries from which they are sent to the United States, and when we add the freight across the ocean, the duties paid on entering the country, the profits of the importers and the freights from the port of entry to the door of the factory, it is quite apparent that the manufacturers of the country have paid in the fiscal year just ended considerably more than \$3,000,000,000 for the manufacturing material brought from other parts of the world. The total cost to the manufacturers of the manufacturing material imported in the past decade is approximately \$20,000,000,000.

The material which we draw from other parts of the world is chiefly the product of climatic and labor conditions different from our own. The importations for factory use include rubber, a distinctly tropical product; jute, manila and sisal, also tropical; raw silk, chiefly from China and Japan with large supplies of cheap labor; cotton from Egypt; wool from Argentina and Australia; goatskins from India, China, Africa and the Latin American countries; coconut, oil and copra; gums from the tropical forests; tobacco, grown chiefly in the tropical and subtropical climates, and in addition to these products of the soil and tropical climates it so happens that the minerals and metals which we import are from mines within the tropical or sub-tropical belt.

Fortunately, adds the *Trade Record*, our manufacturers are able to pay "in kind" for this enormous quantity of manufacturing materials which they must have, for the very countries producing this character of material are not producers of manufactures.

Our ability, adds the *Trade Record*, to buy the world's raw material and send it back to the producers in manufactured form is due in no small degree to the willingness of capital to co-operate in the interchanges between the great climatic and industrial sections of the world. The census figures of the capital of the manufacturing industries of the country show an advance from \$533,000,000 in 1850 to \$44,579,000,000 in 1919. The stated capitalization of 1919 is 85 times as much as that of 1850, while the factory output of 1919 was 65 times as much as that of 1850.

The Deadlock in Szechwan

BY JOHN R. MUIR

IF any one in Shanghai is longing for the "last great battle" in Szechwan he will probably wait as long, and as longingly, as most of us did six and seven years ago as we read the telegrams from Europe. Since the coup of Chow Hsi Cheng at Chungking, which did Yang Seng no greater damage than the "appropriation" of about \$100,000.00 worth of cash from the Chungking Mint, we have "enjoyed" one of the usual periods of "peace negotiations" which so far have come to nothing.

Those who are familiar with Chinese "Military Politics" will understand the position of the "Neutral" who always exists, as we attempted to explain in a recent communication. The great Neutral now is the former Military Governor, Liu Hsiang, or Liu Fu Chen. As a matter of fact this man is only neutral because he is not actually fighting. His well-known attachment to Yang Seng leaves no doubt as to which side he would support if he dared. His particular henchman is a relative, Liu Tze Chien, or Liu Wen Hwei. It now becomes more apparent why the latter came up from Suifu during the days of the supremacy of Teng Hsi Hou, here, and why he, like the King of France, "went down again."

The programme was like this: If Yang Seng wins, Liu Hsiang must be ready here to assume office in Chengtu while Yang Seng returns to Chungking. In the meantime Liu Hsiang waits at his own home, near to Chengtu, and sends Liu Wen Hwei, to get into the mix-up here. The latter was in no case to fight, so all he did was to act as Generalissimo in charge of the city of Chengtu till it was determined whether Hsiung, or Yang, would win. Hsiung having won the plans of Liu Hsiang fall flat, and Liu Wen Hwei returns to Suifu. At that time there were many rumors that he was going to join Yang Seng, but he has remained "neutral."

Then Liu Hsiang, finding that there was nothing immediately to be gained at Chengtu, and refusing the overtures of Liu Yi Kiu and Hsiung Keh Wu, goes himself to Suifu. Behold now the stage set for "peace negotiations." Yang Seng, finding himself in a fix as a result of the defection of Chow Hsi Cheng, is quite ready to "talk"; and Hsiung Keh Wu, with his army depleted by continuous fighting that was very disastrous to him, is quite as willing to "talk."

So far it has ended in talk. As usual both sides have made impossible demands. Yang Seng demands the elimination of Hsiung Keh Wu, Liu Yi Kiu, and Tang Mou Hsin. That is equivalent to admitting the defeat of this side. Hsiung Keh Wu is little less reasonable, demanding the heads of Teng Hsi Hou, Cheng Kweh Tung, and Tien Tsung Yao. Neither side being willing to give way we have a deadlock.

That both sides are making desperate efforts to prepare for a huge struggle is quite evident. We take it for granted that Yang Seng is bringing up troops and ammunition from Chungking, and that Wu Pei Fu is sending all the help he can. They are even trying to prevent Hsiung Keh Wu from drawing any more funds from Shanghai. It is said that he has now drawn \$6,000,000.00 from his own personal account at Shanghai, all of which has been put into the struggle. With no hope that negotiations will be successful we seem to be drawing toward the "fight to the finish."

From this end we can clearly see what is going on. The great need here is for copper. It is said that they are now melting up the best of the smaller ten cash pieces, which were once made of good copper. Wherever there is any possibility of getting copper, even to asking foreign firms for what could not possibly be shipped past Chungking, the word has gone forth to try to get the material without which Hsiung Keh Wu must eventually lose.

Even as it is he is continuing to personally supervise the arsenal where he can produce 30 rifles, and about 60,000 rounds of ammunition per day. Needless to say, he is using every minute of the present lull in the storm to make as much as he can. But that is not all. Within the past month he has organized an entirely new army. What good they may be against the troops of Yang Seng remains to be seen. But the supply of coolies here is getting very scarce as so many have already enlisted, and others been commandeered.

Every man who has been an officer is being pressed into service. Recently the agent of the Singer Sewing Machine Company, who had renounced the army for a business life that has been very successful, was induced to resume office on the plea that he was wanted to "suppress the bandits." We notice that the position given him is very close to the scene of operations, and the "bandits" are probably the soldiers of Yang Seng!

This scene of operations is somewhere between here and Chungking. It may not be the Great East Road this time. Yang Seng tried that road four times. More than likely they will come pouring in to the east of the 'Big Road, but it is not likely that Lai Hsin Hwei will be caught napping. There have been many changes in the staff officers. Gen. Chang Yao Kwang, who was a Brigadier is now a full General. The other changes are so many that we cannot consider them now in detail. Several new units have been formed and Hsiung Keh Wu has now the title of "Repeller of the Marauders" (討賊軍), instead of "Avenger against the North" (北伐軍).

In order to increase his revenue Hsiung Keh Wu has attempted to put out 200 cash pieces (brass). But the people of this city have always successfully opposed the use of such currency. It was also supposed that paper currency would again find its place in circulation. To-day we find that the 200 cash pieces will not be coined, and we presume that is the end of the talk of paper money as well.

Another attempt was made to increase the tax on tea tables in the tea shops. The former tax was 25 cash, which was to be raised to 50 cash. The shops closed up for several days as a measure of passive resistance, and we now learn that they have won. The pork tax has also been raised so pigs are not being slaughtered. The leniency shown by Hsiung Keh Wu in such matters shows that his former efforts to please the people are still part of his programme. The Chamber of Commerce has about completed the collection of \$100,000.00, which has been taken about two months. They say they can do no more after this sum is complete, and it is not likely that they will be asked for more.

The rice harvest is coming on, and it looks as if soldiers will be tramping over the fields as soon as the water is out and before the farmers have time to gather it in. But Mars is a god not to be hindered in his ravages. Unless the "talk" of Liu Fu Chen is more potent than we have hope to see, the two sides will soon be at it again. All we can hope for is that it will be short whichever way it goes, and that our present "war" will soon cease.

Chengtu, Szechuen, August 6, 1923.

Harbin Chamber Wants Lobingier Reappointed

As an expression of appreciation of Judge C. S. Lobingier's recent beneficial court session in Harbin, the first ever held there by the U. S. Court, the Harbin American chamber of commerce passed a resolution on August 20, thanking the Judge and expressing the hope that "he may continue to serve for many years to come."

Revenue Collector Blair After Income Taxes from Americans in the Philippines

The following *International News Service* radio was carried in the *Manila Times* of August 14:

Washington, August 13.—The Internal Revenue bureau announced today that the government will use every possible effort to expedite the collection of income taxes from American citizens who are residing in the Philippine Islands. American citizens living in the islands are compelled to pay income taxes to revenue collectors in the United States in the district where they maintain legal residences, regardless of the source of their income.

Revenue Collector Blair declared today that revenue collectors are now going back over the records of preceding years to determine the tax liabilities of American citizens living and doing business in the islands who may have failed to make returns as required annually, by law, in the income district. Collector Blair declared that in the past five years tax collections from this source have been reported regularly, and the fact that the internal revenue business is now about up to date makes it possible for collectors to check over the records and find the delinquents residing outside of the United States.

Collector Blair said that Americans doing business in Manila or other cities are allowed by law to deduct from their gross income, the taxes paid independently to the Philippine government, but that American officials exercise no supervision over the collection of such revenue, nor does the American government participate in them. Collector Blair said he will depend upon the cooperation of American officials in the Philippines to round up any delinquents whose cases are called to the attention of the home office.

Advertising an Essential Factor in American Trade in China

BY, EMIL MAURICE SCHOLZ

President of the World Wide Advertising Corporation of New York City.

CHINA has advertised herself to the outside world for so many centuries in a manner often detrimental to the furtherance of trade relations with other nations that her very virtues have at times stood out against her. Whenever the average American writes about China or the trade possibilities of any Oriental nation it does not take him long to adopt the idea of a sort of a pity that the Chinese business man does not do things our way or accept our ideas in homeopathic doses instead of by progression. The average writer presupposes that all the Chinese people are lying awake nights to take advantage of the offers of foreign goods. That's one side of the story and the theoretical one. The other side of the story is what has actually been accomplished by real traders who have for years patiently developed American business in China to a point where advertising is now making sure and consolidating their gains through the effort of their many years work.

I will not deal with the political changes in China or their bearing on the business and commercial development of the country and will touch only on the high lights of what China can do to make herself understood in the outside world for an outlet for her products and what American business and commercial interests can do to widen their markets in this wonderful field.

In the first place China has never received a just estimate of its products from the American consumer. Her tea has had a declining market and her silks and products of her looms never have been accorded the return in the demand that should have existed in the American market. And why has the American consumption of Chinese products been below what it should be? Because Chinese business men have neglected to advertise intelligently to the American consumer. Chinese tea growers have allowed the Ceylon and Japanese teas to get vogue and Chinese silk interests have been neglectful of making the American consumer ask for and insist on their products, allowing the Japanese to dominate the silk industry so far as the sales in the American market go.

I can say without fear of exaggeration that the average American would rather buy a Chinese product in preference to a Japanese product not because of any hate shown the Japanese but because the Chinese seem to inspire a higher degree of confidence. And the Chinese interests have never taken advantage of this condition to advertise intelligently as the means to develop this buyers' goodwill. In discussing the question of American markets in China, I may be putting the cart before the horse by talking about Chinese markets in America. I am however trying to show that what is, and what is not being done in the United States by Chinese interests is not paralleled by similar inertia in China so far as American interests are concerned. In a number of years I have never heard of a single instance where Chinese business interests have in a broad way been interested in advertising to the American consumer. A Chinese steamship line now in operation several years with good boats and flying the American flag is practically unknown to the world traveler. Chinese hotels are unknown here, and tourists are not made familiar with Chinese railways. If you order tea in any hotel they bring you Ceylon or Formosa tea. If you purchase silk you will have the Japanese habutai, the chances are, put before you.

What have the American traders done in China? They have advertised in China whenever and wherever possible, and this covers all kinds of advertising, from cigarettes and chewing gum to machinery and railway equipment. American banks and hotels have made their fame known, American oils and automobiles have made their bow to the Chinese consumer and American ships and railways have advertised in China to the Chinese traveler. The United States Shipping Board, early in its career used the vernacular press in China and the *Shun Pao* in Shanghai has carried a number of striking appeals for Chinese patronage for American shipping. But American interests have really only scratched the surface so far as the trade possibilities in China are concerned. The rapid growth of the vernacular press has made it possible to reach an ever growing circle of consumers and the advertising columns of native Chinese newspapers show the growth. The pioneer work on advertising in China has been done by Americans. It is being rapidly taken up by young Chinese who have been in touch with American methods. Not enough attention as yet has

been paid to the technique of advertising in some of the Chinese newspapers but that is the fault of returned students who in entering "journalism" think only of the "writing" side and do not pay enough attention to the practical business or advertising side. When more students take up advertising seriously and make a real study of it and when Chinese business interests make an effort to reach the American consumer, there will be a better development in China of Chinese advertising.

Several admirable surveys have been made of the Chinese market by the department of Commerce in Washington. There is no periodical that covers the whole Far East as several publications have recently blatantly announced as their sphere. American business men should be mindful to differentiate between the Japanese and the Chinese fields. The Chinese sphere in my judgment is one which will always be fruitful and the Japanese sphere indifferent. Methods of competition in Japan and a shallowness by reason of a selfish nationalism always warp the growth of outside business interests there after an apparent initial cordial welcome. The Chinese may not be effusive but he is your friend if he likes your product or if you cultivate his demand through advertising.

Several important Chinese branch banks established in New York have during the past year done admirable work in presenting facts about China to American business men. They will gradually reap a permanent benefit. When a Chinese railway, (the South Manchurian,) owned by Japanese is advertised in America to Americans as an example of Japanese enterprise how can you expect the American public always justly to understand China unless Chinese make up to the cultivation of advertising.

The printed word is going to help work out the political regeneration of China and advertising is going to take no mean part in the changing of customs which will work towards a greater spirit of nationalism, and pride in exploiting the products of China to the outside world. Give American business men credit for one thing in China, and that is they will continue to spend in China money for advertising and the best media, the daily vernacular press, will give adequate return in trade, to any worthy product.

New York City, July, 1923

Ray of Hope for Americans Regarding Income Tax Payment

Most Americans in Shanghai see a ray of hope in the hitherto gloomy prospect of being jumped on by agents of the United States government for income taxes and fines from the year 1914.

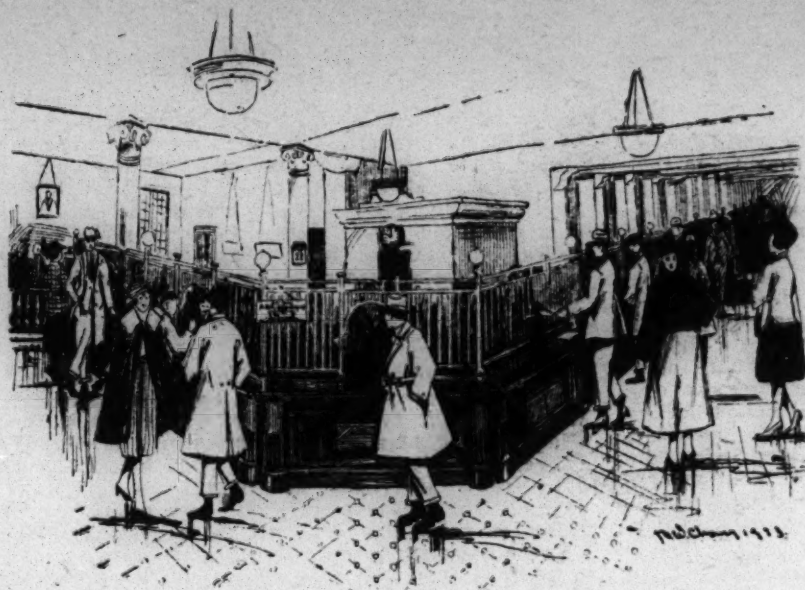
Wilfred T. Fry, income tax consultant, 13 Buckingham Palace, London, S. W. 1, has sent letters to Americans here offering his services in recovering income tax refunds from the British government, and he states "in addition there are various other claims that British subjects and others are entitled to prefer under older legislation."

Prominent Americans are considering cabling expenses for Mr. Fry to come to Shanghai, believing they may be able to get enough out of the British government, after deducting Mr. Fry's 12 1/2 percent, to pay the amounts due U. S. federal income tax collectors. Beside income tax claims, Americans will probably figure out damages back to collections made in the colonies when they were without representation in Parliament. Page Mr. Fry.

Wong Chong, Salvation Army Cadet Graduate

An article in the *Literary Digest* of August 4, in telling of the Salvation Army "West Point", situated on a hillside of the Bronx, mentions among the graduates, Wong Chong, a Chinese who "has had a varied career, but sees ahead of him the fulfilment of a call which he first heard when he knelt at the drumhead of the Army on a corner one night and first profest a longing for something better." Wong Chong's picture appears in the *Digest*.

"The Salvation Army cadets must measure up to an exacting physical and spiritual standard, and mentally, says a writer in the *New York Times*, they would compare with the average student body. Qualifying for the course does not come easily. It comes only as a reward of three or four years' training in the army atmosphere, and cadets, we are told, are picked with a special eye to the quality of their resolution, for life in the Army is not a mere matter of drum-beating and psalm-singing. When the year in college is finished the graduates become probationary officers, commissioned either as lieutenants or captains, when they must undergo trial for another year. They must study during this period, and are required to read specified books, on which they must afterward pass an examination. If they measure up at the end of this period, they attain the full rank."



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The Constitution of China and the Constitutional Law of the Philippines

BY DR. FRANCISCO VILLANUEVA CONLU

Extraterritoriality

Moore in his "International Law" defines extraterritoriality as—"an exemption from the operation of the local law, granted either by usage or treaty, on account of the differences in law, custom and social habits of civilized nations from those of uncivilized races." There is a great and significant distinction between the foundations of extraterritoriality in Moslem countries and in China. The exemption of foreigners from the operation of local laws in the great Moslem or Pagan states of Asia and Africa is bottomed on customs, whereas extraterritorial rights in China are founded on treaties with foreign powers.

Extraterritoriality never existed in the Philippine Islands. No foreigner was ever exempted from the operation of the local laws. The body of laws ruling in the Philippines is one of the most modern, progressive, solid and wise systems, which can fully safeguard the stability of the state and affords proper protection and safety to the lives and property of the inhabitants of the country. It had its sources from three of the greatest legal systems of the world: Canon, Civil (Spanish and Latin) and Common (Anglo-American).

Constitutional Law

A comparative study between the provisional constitution of the Republic of China and the constitutional law of the Philippines will undoubtedly be of concern not only to those interested in the subject of extraterritoriality but also to those who are following with eagerness the political development of the Chinese Republic and waiting with anxiety for the promulgation of a permanent constitution for China. The present article is only preparatory of a more extensive study of the subject.

A constitution is not a political platform, but the fundamental law upon which all the people of the state are in substance agreed, laying down the most fundamental principles of government and public action, within which statesmen dealing with practical problems work out the methods of action which the life of the state requires.

The Constitution of the Republic of China

The provisional constitution of the Republic of China was supposed to have been promulgated in Nanking on March, 1912. This fundamental law is now in force and the present Chinese government is being subjected to the operation of its provisions. Prior to the approval of this constitution there was no written fundamental law in China to which all action must conform or which could afford the framework of the method of action of the life of the state. However, Chinese philosophers have imparted in the minds of the people the principle of the right or the equitable way, called "LI," during the time that China was living under a monarchical and patriarchal system. The introduction of the idea of the sovereignty of law in China would serve to introduce an element which might take the place of the old personal loyalties as far as government is concerned.

The government of the South and other independent provinces have disregarded the terms of the provisional constitution.

The Constitutional Law of the Philippines

The government established in the Philippines Islands is a government of laws and not of men. It exercises effective control over the entire Philippine territory.

During the Spanish regime there was a body of laws, which being fundamental in character could be considered as the constitutional law of the Philippine Islands. When the Philippine Revolution took place and the sovereignty of Spain was overthrown by the Filipino Revolutionists in 1898, the Philippine Constitutional Convention gathered in Barasoain, province of Bulacan, passed a written constitution for the Republic of the Philippines, the first republic of the Eastern hemisphere. The committee intrusted with the duty of drafting this constitution had borne in mind not only the French constitution which was made the basis, but also those of Belgium, Mexico, Brazil, Nicaragua, Costa Rica, and



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Guatemala, because these nations were believed to be the ones most similar to the Filipino people during that time.

When the Filipino forces were defeated by American arms, the Islands occupied, and the sovereignty of the United States established and proclaimed, all political laws were declared repealed, and the political status of the Philippines was determined, by act of the United States Congress in accordance with the provisions of the United States Constitution and the Treaty of Peace between the United States and Spain signed in Paris on December 10, 1898.

The body of organic laws, which regulate the fundamental functions of the Philippine government and which can be considered as the present constitution of the Philippines, are: (1) the provisions of the United States Constitution which are of universal application, such as the thirteenth amendment; (2) the treaties of the United States, either of universal application or especially made applicable to the Philippines; (3) the acts of the United States Congress especially passed for the Philippines, such as the "Philippine Bill," the Act of July 1, 1902, and the "Jones Law," the Act of August 29, 1916, the most important and fundamental organic law of the Philippines, which is entitled as "An Act to declare the purpose of the people of the United States as to the future political status of the people of the Philippine Islands, and to provide a more autonomous government for these Islands"; (4) the Instructions of President McKinley to the First Civil Commission, of April 7, 1900, which were confirmed and ratified by the United States Congress in the Act of July 1, 1902; and (5) the provisions of certain acts of the Philippine Commission which were incorporated into certain acts of the United States Congress and thus acquired an organic character.

The constitutional law of the Philippines stands upon a very solid and good foundation and can be held as one of the most systematic, efficient and progressive constitutional systems of the world. The actual prevailing constitutional theories are Anglo-American, American and British authorities are often quoted by courts in explaining constitutional provisions. Chief Justice Marshall, the great expounder of the American constitution, is as popular and as much revered and admired in the Philippines as in America.

In 1916, the Philippine Legislature enacted the Administrative Code of the Philippines which is the most accurate and systematic codal work on Philippine political law.

As soon as the Philippines is granted her independence, a written constitution, in a single document, embracing all the fundamental principles that are already in force in the country, will be promulgated. In a resolution passed by the Philippine Legislature on November 29, 1922, the United States Congress was requested to authorize to Philippine Legislature to call a convention for the drafting of the constitution of the future Republic of the Philippines. Senator William H. King, of Utah, in accordance with this resolution, on February 9, 1923, filed an amendment to the Appropriation Bill for the War Department, giving the Philippine Legislature such authority to call a constitutional convention and providing for the independence of the Philippines and for the withdrawal of the American forces within six months after the inauguration of the Republic of the Philippines. This future constitution will undoubtedly be patterned after the American constitution and will have the advantage of containing amendments which correct the defects noticed in the American constitution so that the new document shall be framed with a desire to make it very near perfection in the matter of laying the fundamentals of a democratic government.

This is the first of a series of articles by Dr. Conlu discussing the Constitution of China and the Constitutional Law of the Philippines. Dr. Conlu is a graduate of the University of the Philippines. He has been admitted to the practice of law before the United States Court for China and has an office in Shanghai at 25 Jintee Road.

Rice Opens West Coast Life Agency in China

W. R. Rice, former general manager of the Asia Life Insurance Co., recently returned to Shanghai with the general agency for China of the West Coast Life Insurance Company of San Francisco. Headquarters have been opened on the fourth floor of the Robert Dollar Building, and it is Mr. Rice's intention to expand to all important outports of China.

The West Coast Life is one of the largest companies writing life insurance in the western states of America. It operates in Texas and practically all the Rocky Mountain and Pacific Coast states. Organized in 1906, the company has grown until its present assets reach nearly eight million gold dollars.

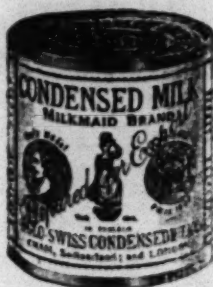
The company has been doing business very successfully for several years in Hawaii and the Philippines. At the present time, it is the only American life insurance company in China which carries on the majority of its business in America.

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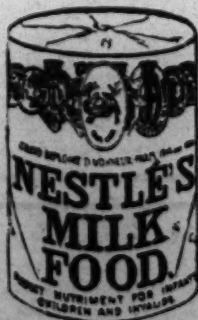
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Who's Who in China



Mr. Chang Hsiang-wen

張相文字蔚西

Mr. Chang Hsiang-wen was born at Szuyang Hsien, Kiangsu Province, in 1866, and was a member of a very poor family. In his youth he studied the Chinese Literature and Classics, but did not seek to distinguish himself in the competitive examinations under the Ching Regime. Later he took up the study of science and made himself an authority on the geography of China. For a period of twenty years he taught school while privately doing research work. During this time he published several books on Physical Geography and the Geographical History of China. Between 1905 and 1911 Mr. Chang taught in several schools and colleges in Tientsin. At that time two persons in China were considered authorities on Chinese Geography based on the modern method of study, one being Mr. Chang and the other Mr. Pai Ya-yu, a revolutionist who was killed in 1911 at Lanchow, Chihli, by General Wang Huai-ch'ing who was then commander of government troops stationed there. In 1908 Mr. Chang organized the Chinese Geographical Institution in Tientsin and was later elected its President. Since its organization a monthly journal called "The Geographical Magazine" has been published. After the establishment of the Republic, Mr. Chang was elected a member of the House of Representatives of the First Parliament. When in January 1914 Parliament was dissolved by Yuan Shih-kai, Mr. Chang immediately started on an extensive expedition over the northwestern part of China. He discovered the original site of the Great Wall and located the tomb of Jenghis Khan and wrote a series of articles on his discoveries and travel for the Journal of his Institution and other magazines.

In June 1916 Mr. Chang returned to Peking when the old Parliament was reconvened by Presi-

dent Li Yuan-hung. When it was for the second time dissolved in June 1917, Mr. Chang proceeded to Canton with other parliamentarians to establish the "Extraordinary Parliament" and join the southern leaders. This gave him a chance to travel practically over all the Southwestern provinces. Since that time he has devoted most of his time to writing on various subjects, particularly morals and religions. In June 1922 the old Parliament was for the third time reconvened by President Li Yuan-hung who had reassumed the office of Chief Executive, and Mr. Chang again became an M.P. Mr. Chang strongly believes in Buddhist teachings and has been a vegetarian for many years. He is still writing for the Chinese Geographical Magazine and is the President of the Chinese Geographical Institution.



General Chao Heng-t'i

趙恆惕字美午

General Chao Heng-t'i was born at Hsiang-t'an Hsien, Hunan Province, in 1880. After graduation from a military school in China, he went to Japan and entered the Military Officers' Academy, taking the course in artillery. In November 1908 he was graduated and returned to China. Subsequently General Chao became a commanding officer in Kuangsi Province. During the First Revolution in 1911-12, he was in Hunan and played an active part as Commander of a Revolutionary Force, as a Kuomintang member. Following the establishment of the Republic in 1912 and the election of Yuan Shih-kai to the Presidency, he went to Peking together with several other Kuomintang Generals. Owing to his intimate relation with Kuomintang people, he was much suspected by Yuan Shih-kai who subsequently had him arrested and imprisoned in the Peking Marshal Court, popularly known as Yuan Shih-kai's "Bastile."

General Chao remained in prison until finally released through the efforts of General T'an Yen-k'ai, then Tutuh (Military Governor) of Hunan. General Chao returned to Hunan again and served in the Provincial Army. In December 1916 he was appointed Commander of the First Division of Hunan and soon afterwards, became Commander in Chief of the Hunan Forces. In 1922 the people of Hunan declared Provincial Autonomy. A constitution was promulgated containing the provision that the people were to elect their own governors. As a result of the election, General Chao was placed at the head of the Province, controlling both military and civil affairs. In that capacity he was supposed to be neutral from the standpoint of North and South. However he was thought to be on better terms with the former than the latter. In August 1923 Hunan was threatened with an attack by Sun Yat-sen's men commanded by General T'an Yen-k'ai, former Military Governor of Hunan. General Chao's position has been weakened somewhat but he is still upholding the provincial constitution of Hunan.



Mr. F. Ch'in
秦汾字景陽
(Ch'in Fen)

Mr. F. Ch'in was born at Chiating Hsien, Kiangsu Province, in 1887. He received his middle school and collegiate education in Shanghai where he attended several schools. In 1906 he went to America and studied Mathematics and Astronomy at Harvard University, from which school he was graduated in 1909 with the degree of A. B., (Magna Cum Laude). In the same year he obtained the degree of A. M. During 1909-1910 Mr. Ch'in spent a year in England and Germany taking post-graduate courses at Glasgow and Freiburg Universities. Mr. Ch'in returned to China in June 1910 and became Dean of the Kiangnan High School of Nanking. Later he accepted the Deanship of the Pootung Middle School, Shanghai. From 1912 to 1915 he

was Professor of Mathematics of the Nanyang College, now known as the Communications University. From 1915 to 1919 he was Professor of Mathematics and Astronomy at the Government University of Peking and also Dean of the Science Department. In March 1919 he was appointed Director of the Ministry of Education in charge of the Direction of Technical Educations. In November 1920 he was promoted to be Councillor of the Ministry of Education. In July 1922 Mr. Ch'in received the Third Order of Chiaho. In April 1923 he was appointed by the Ministry to be Chinese Delegate to the International Education Conference. Mr. Ch'in is still Councillor of the Ministry of Education. He is the author of a series of text books on Mathematics in Chinese and several books on Astronomy.

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A GLANCE AT SIAM

By James Porter Davis

(FORMER U. S. CONSUL, BANGKOK, SIAM)

ASK that delightful mythical personage known as the average American to mention three facts about Siam and he will probably speak right up with "white elephants and Siamese twins and . . . and . . ." and get no further. Ask him whether Siam is in India or China and he will choose one or the other location promptly and positively. It may be useful therefore to rescue a few average Americans from that odious category by acquainting them a little with the real Siam, the Sunday magazine sections of certain newspapers to the contrary notwithstanding.

Siam is the one officially Buddhist state, the one remaining absolute monarchy, the one nation on the continent of Asia with a stable government, the one nation with an inconvertible paper currency worth more than its nominal gold value, the one nation whose national debt is less than five dollars per capita, one of the few nations without strikes, lockouts, unemployment, or bolshevism, and with a large excess of exports over imports, a paying state-owned and state-operated railway system, and a gilt-edged credit in the world's money markets.

Here is a country with all the charm of the Orient, undisturbed as yet by commercialism or tourist-catching; its capital a fascinating city where you can not find a rubberneck car, or a professional guide, or a souvenir shop; a city of wide, shaded boulevards and picturesque canals; of red, blue, and gold temple roofs; of swarming native quarters, naked, fat babies and delightful shops on streets eight feet wide, where one may buy all the myriad curious things that delight the oriental eye or palate and tickle the occidental fancy.

Borrow little Willie's Geography then, and, turn to the map of Southeastern Asia. Find Singapore, where all the red dotted lines showing steamer routes between East and West converge, at the tip of the Malay Peninsula.

Note that with the exception of a Danish line with seven or eight steamers a year to Europe, and a little French line with a semi-monthly boat to Saigon, every steamship line regularly connecting Siam with the outside world is British and has its other end in the British ports of Hongkong or Singapore, from which seats Britannia rules the waves of commerce in this part of the world.

From Singapore you can reach Bangkok by steamer in four days, but it will be more interesting to go by rail, a day to Kuala Lumpur, the capital of the Federated Malay States. It should be remembered that Singapore and Penang are not in the Federated Malay States, universally known as the F. M. S. out here, but are in the Straits Settlements. Spending a night at Kuala Lumpur, you are at Penang after an easy second day's run. The next morning you catch the through express for Bangkok. At Padang Besar, a hundred miles from Penang, you cross the frontier into Siam at almost its southernmost extremity. From this point it is possible to travel almost directly northward a thousand miles by rail and a hundred and fifty or more by pony, without again crossing a frontier. This line is roughly the one hundredth meridian of East Longitude, and it will intersect at the southernmost point of Siam the sixth, and at the northern frontier the twenty-first parallel of North Latitude. The longest intersecting parallel in Siam is the fifteenth which traverses the country from East to West for a total distance of about five hundred miles. The total present area of the kingdom is about 200,000

sq. miles, say that of Georgia, Alabama, Mississippi, and Illinois, or New York, Pennsylvania, Ohio, and Indiana.

The Siamese border runs from the sea near Padang Besar along the Indian Ocean some three hundred miles to Penang, where Burmese (British) territory begins. Here the frontier turns inland, then northward again, and follows the crest of the range of hills forming the backbone of the Malay Peninsula through impenetrable jungle and forest for about nine hundred miles to the twentieth parallel. Here it turns eastward, separating the Siamese from the British Shan States. Near the Siamese town of Chieng Sen is a three power corner -- Siam, Britain, France, with China not far away. The Siamese line turns southward along the great Mekong river which forms the French frontier for seven hundred miles.

Near Latitude 15° N. the border turns westward again for a hundred and fifty, then southward for two hundred and fifty miles, to reach the gulf of Siam below Chantaboon. The Siamese line then, of course, runs entirely around the gulf of Siam, and down the Peninsula again to the border of the Malay States below Pattani. Following this border across the Peninsula you are again at Padang Besar where you left the Bangkok express.

The first two hundred and fifty miles of railway north of the frontier pass through that part of Siam where are located the Siamese tin and wolframite mines and some as yet undeveloped fields of lignite and perhaps higher grades of coal.

The most important of the tin mines are on the west coast, on the island of Phuket and the adjacent shores of the mainland, and further north at Renong. Dredging for tin is here quite successful, and hydraulic mining is being undertaken further inland. The tin output of this region in 1920, its banner year, was some ten thousand tons valued at fifteen million ticals or about five and a half million dollars.

Crossing the Peninsula the railway reaches by short branch lines the little trading and fishing ports of Pattani, Singora, and Nakorn Sri Tamarat. From this part of Siam thousands of coconuts are shipped to Singapore to be crushed for copra oil. This coconut and copra oil industry could undoubtedly be developed on a large scale in Siam.

Paddy fields begin to alternate with the jungle as the region of coconuts and tin mines is left behind. The railway follows the coast, giving views now of the

sea on the right, now of the long range of hills which forms on the left the backbone of the Malay Peninsula and the whole boundary line between Siam and Burma.

This succession of hills and sea and jungle and paddy field, relieved occasionally by a sleepy village of a dozen palm-thatched huts, with the white PRACHEDI of the village WAT, or temple, projecting above, and by four or five thriving commercial towns, continues all the way to Bangkok, five hundred and eighty-five miles from the frontier. The railway journey from Penang has taken thirty-six hours, but, passed in a comfortable English sleeping-car with an excellently operated dining car in easy reach, the time has not seemed long.

Bangkok is the one important city of Siam. In it are concentrated the government, the aristocracy, the wealth, the commerce, and most of the significant in art, religion, and modern progress. It is a city of a thousand aspects. Here



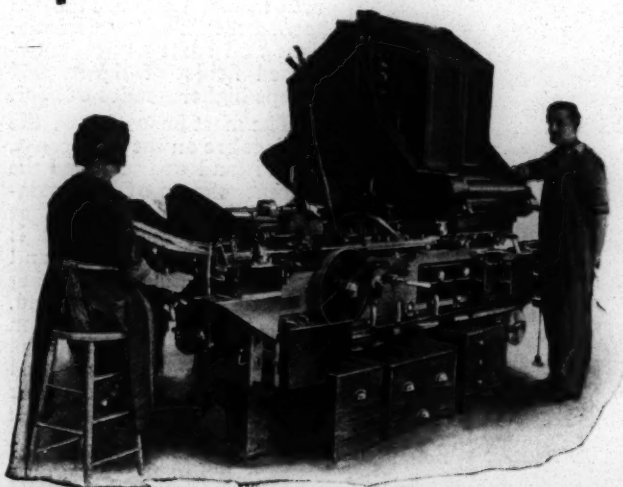
By the wayside in Bangkok



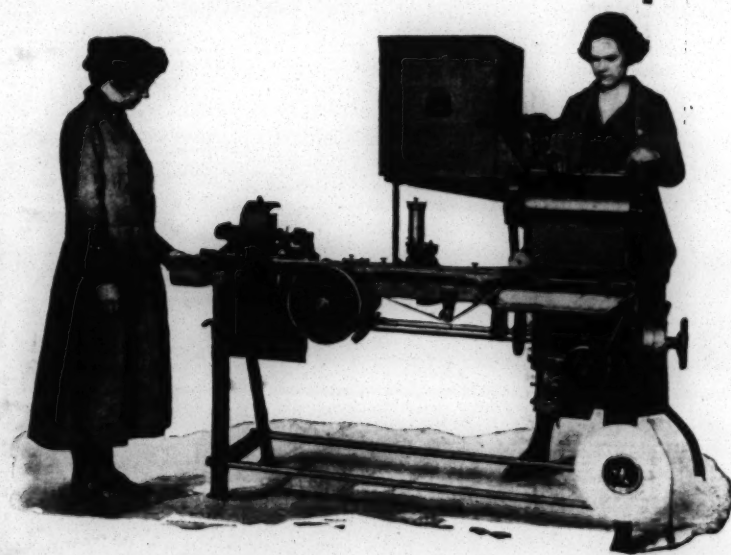
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you may find a busy harbor, lined with steamships and echoing with the clanging of hammers in the dry-docks, the puffing of tugs, and the grinding of winches: alongside the steamships will be Chinese junks with square ends and yellow matting sails, such as were immemorial at the birth of western civilization and shall perhaps sail over its grave.

Here in this house you will find under electric fans a gay dinner party in evening dress, smoking Turkish cigarettes, sipping champagne from Rheims in crystal glasses from Prague, and laughing over the latest scandal from London, Paris, or New York. Fifty yards away under an attapatched roof in a jungle of areca palm and banana trees, a brown man in a loin cloth is making offerings to the wood-spirits in front of their little house near his own, while his naked children sleep contentedly on the floor of his palm-thatched hut.

In this street, thundering motor trucks from Ohio and Michigan thread their raucous way among the sweating coolies with burdens suspended from sticks over muscle-knotted shoulders, or loaded by tons on primitive hand carts.

Through this lofty palace gate where one would look for the coming of a glittering oriental potentate seated on a towering elephant, glides a big Rolls-Royce touring car. Inside is a thoughtful, kindly, quietly-dressed gentleman, who speaks English with a Sandhurst accent and in leisure hours writes Western comedies in English, and ballets based on the stories of India's sacred books.

In this crowded Klong (canal) boats that might have been built from the designs in old Egyptian tombs dispute the way to charming houseboats of polished teakwood with Thorneycroft motors, electric lights and fans, and red leather cushions.

So it goes—on one hand traffic cops, tramways, ice, telephones, city water and light, Charlie Chaplin, stunt flying and the Chaulmoogra-ethyl-ester treatment for leprosy; on the other hand, gorgeous triple-roofed temples, ceremonies rich with medieval pageantry, spinning and weaving and sawing and tilling by hand, spirit-worship and witchcraft, dances and dramas that date from the dawn of time.

Through this fascinating capital of perhaps 600,000 people, with its palaces, temples, canals, and wharves, its university, and other schools, its half dozen hospitals, its big government buildings, pass the administrative questions, the important government programs such as those of education, irrigation and public health, the imports and exports, and a considerable part of the interior commerce of the country.

Thus from Bangkok the Ministry of Education is now directing the progressive enforcement of the recent Compulsory Education Law which will ultimately ensure to all the eight or ten million people of Siam at least the rudiments of an education.

The Irrigation Department is just completing the first portion of a comprehensive irrigation scheme to guarantee the rich plain of the lower Menam valley against a failure of the rice crop on which its prosperity, even its life depends. This first portion of the work will irrigate some 200,000 acres of the best paddy land in the world.

The Department of Public Health in which an American doctor is adviser, watches from Bangkok the health of the nation, pounces upon plague or smallpox or cholera, the hideous triplet demons of the Orient, and checks them before they are started.

An incident will illustrate. A severe outbreak of smallpox was reported by telegraph from Ubol, away over in Eastern Siam. From Korat, the nearest railway station, it is over two weeks journey by bullock cart to this settlement. The Department of Public Health got into touch with the army air service and in three hours had at Ubol a public health surgeon and ten thousand tubes of vaccine. The result was the prompt suppression of the outbreak.

In passing let it be said that one of the finest traits of the

Siamese is their teachableness in such matters as the necessity of vaccination and other sanitary measures.

In like manner the other ministries, all organized along European lines, and in large degree exercising the absolute power vested in the King, direct the operation of their subordinates all over the Kingdom.

Bangkok is also the commercial center of the country. Here are located the main offices of the half a hundred or more trading firms which bring into Siam almost all her sixty million dollars worth of foreign goods yearly, and which export in even greater value, her rice and teakwood and gums and sapphires, and various less important products. Tin alone is exported by way of Penang and Singapore. These trading firms are British, French, Danish, Italian, Swiss, Belgian, Japanese, Chinese, and Indian. The British, Danish, and Chinese are the most important, the Siamese, curiously, taking a relatively small part in their commerce, though many Siamese are interested in some of these firms. This absence of the Siamese in business life is perhaps due to the fact that almost all important Siamese are government officials whose work takes most of their time and energy. Siamese society consists, in fact, of practically only two classes, the aristocracy composed of the royal family and the nobility, and the coolie and peasant class. There is no Siamese bourgeoisie—a fact which is unfortunate from the standpoint of commercial and industrial development. There are signs that such a class is in process of formation, notably among the Siamese-born Chinese, and Sino-Siamese stocks. At any rate the steady and increasing infiltration of Chinese artisans, and business men is bound to have a great effect on the constitution of the future Siamese social organization.

It is a still more curious fact that with sixty million

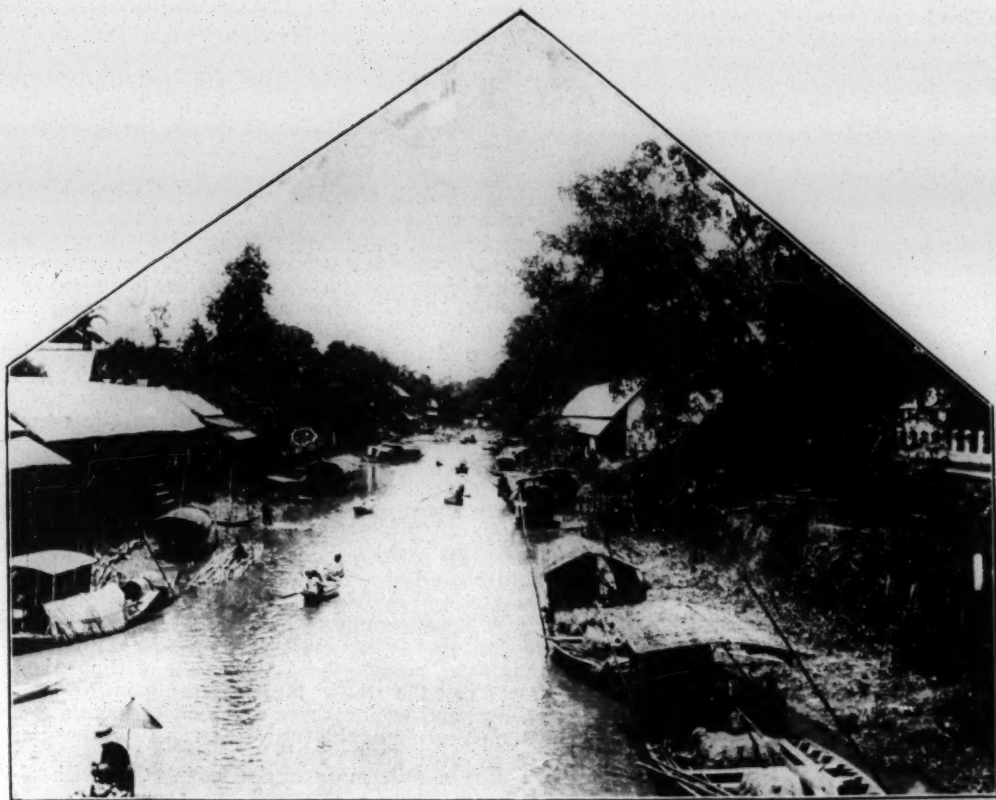


Siamese types

dollars a year being sent out of Bangkok for foreign goods not one American trading firm has even an American representative at Bangkok, and no American bank or shipping company has come for a share of the business. Apparently American business men can think still of nothing but white elephants and Siamese twins in connection with Siam.

The river at Bangkok forms a fine deep-water harbor, the facilities of which are only partly utilizable now because a bar at the mouth of the river makes passage impossible even at spring tides for vessels drawing over fifteen feet of water. The channel will surely be deepened some day, so that trans-oceanic steamers can come into the heart of the city.

Along the river banks and the numerous klongs or canals which intersect the city in all directions are fully a hundred rice mills, mostly owned by Chinese. To them come down the boats heaped up with golden paddy from the vast

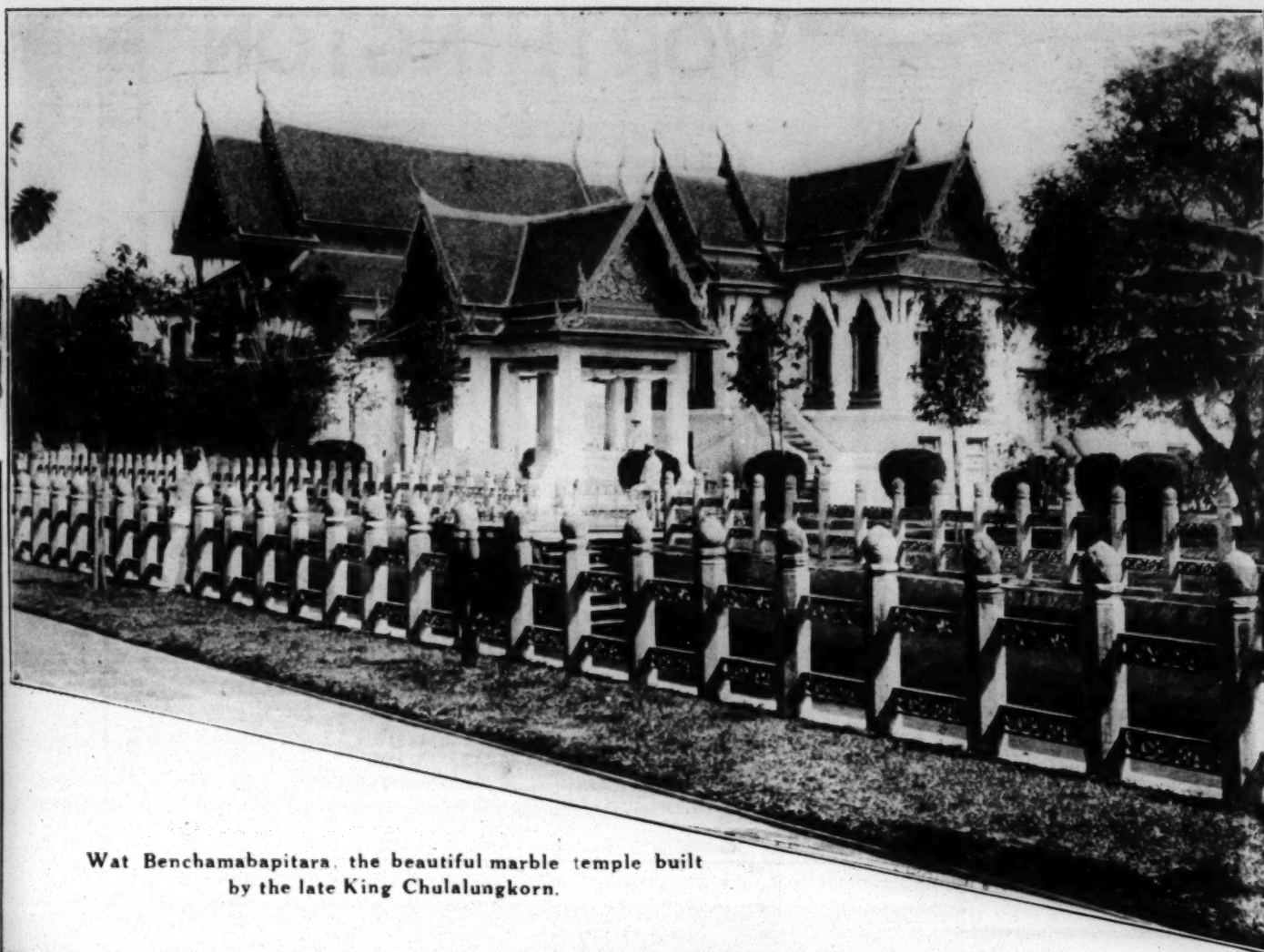


Along the banks of the Menam Chow Phya such scenes of quiet loveliness may be found at every turn. The palms, the crumbling spire of the little prachedi, and the nipa-thatched cottage are typical of rural Siam.

Central Siam is a network of water ways. In the entire absence of roads, the streams and canals carry the traffic of the country, as well as providing the water for irrigation and all domestic purposes.



Bangkok has many beautiful boulevards—of which this is not one



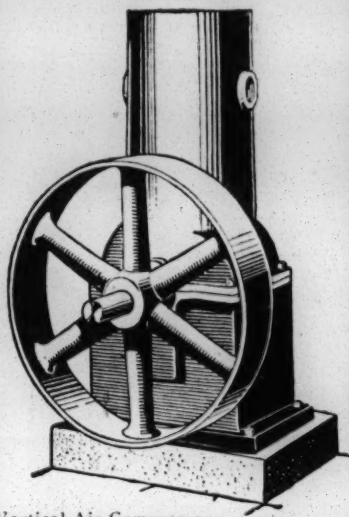
Wat Benchamabhapitara, the beautiful marble temple built by the late King Chulalongkorn.



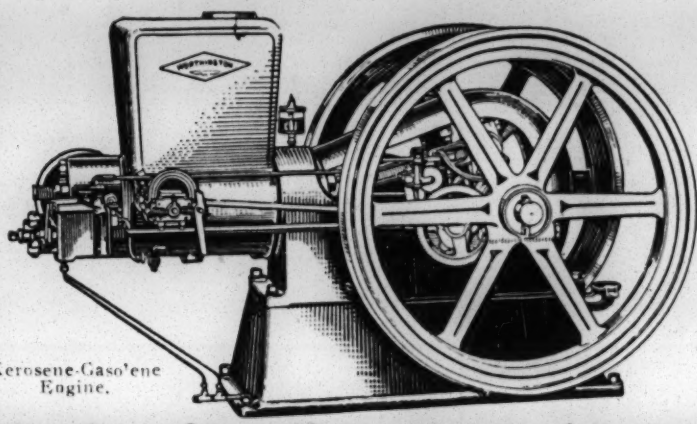
A Siamese theatrical troupe in the traditional costume.

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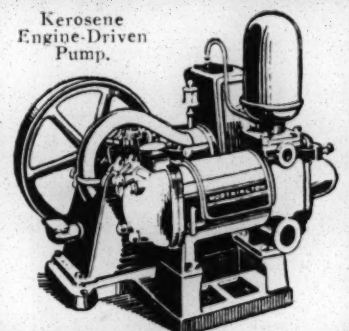




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fields in the interior. Nearly one and a half million tons of rice will pass through these mills this year, to be shipped to China, Japan, Singapore, Java, Ceylon, India, and Europe, and from Europe even to Cuba and South America. This great stream of rice is the economic life blood of Siam. Besides constituting the principal food of the Siamese, it is their principal source of wealth. Its value amounts to three or four times that of all other exports combined.

The quality of Siam rice both in size and in flavor is most excellent, and its reputation so good in the Orient that a great deal of inferior rice from other countries is mixed with a small percentage of rice from Siam and sold as Siam rice.

Just below the city on the river banks are the sawmills which cut the famous Siam teak-wood into marketable form. Above the city rafts of thousands of teak logs are tied up along the west bank of the river, waiting for their turn to go down to the mills. Cut in the hills of northern Siam, hundreds of miles from Bangkok, these logs have taken at least three years, sometimes ten, to reach their moorings.

Here on the river and crowding every klong one sees literally thousands of boats of every conceivable type: graceful little shells no bigger than a tin wash-tub in which the weight of the single woman paddler sinks the boat almost to the gunwales; market-boats, large enough for two women with a huge stack of vegetables, cocoanuts, pineapples, bananas, betelnut or a thousand and one other articles dear to the Siamese palate; passenger sampans rowed by a man standing erect in the stern with his oar fixed to the top of an upright stand some two and a half feet above the gunwale; freight-boats fifty or sixty feet long covered with bamboo matting and loaded with products from the interior or with textiles, tin-ware, canned goods, cigarettes, kerosene, and an indescribable jumble of small articles for the trade up-country; paddy-boats with the deck almost awash working slowly down to the rice mills under oar and sail or crawling empty up stream in long lines of thirty or forty behind a single steam launch; fast motorboats of the Customs, the Navy Department, or the Harbor Department, dashing hither and thither; elegant houseboats carrying an official or a big land owner with his family on a leisurely trip up-river for a few days or a few months; boats from the Laos country five or six hundred miles to northward with high bow, and the family abode perched away up astern; royal motor cruises resplendent in white and green and gold; tired-looking torpedo boats, always at anchor; ancient Chinese junks, their decks swarming with yellow forms, as the great sails of yellow matting are furled and the rusty old-fashioned cast iron anchor let go; double decked launches with the bottom deck almost full of fire-wood, plying busily up and down stream with hundreds of passengers; big sea going steel vessels, swinging down with the tide on their way to Hongkong or Singapore. Here one may see in half an hour almost every type of craft that has taken man over the water since the days of the neolithic canoe. There are registered in Bangkok no less than 175,000 boats, a figure which well illustrates the importance of water transportation in Siam.

In fact, until recent years, there was only water transportation in Bangkok and in a large part of the country. In the elevated and drier regions of Eastern and Northern Siam bullock-carts, elephants, packbullocks, ponies, and coolies had to supplant the boats, but there were for them only trails through the jungle or tracks across the plains. Ten miles a day was fair going. A journey from Bangkok to Chiangmai, the second most important city in Siam, the so called Northern Capital, situated about four hundred and fifty miles to northward, required over two months of laborious rowing and poling up the river; from Bangkok to Korat in Eastern Siam was three weeks; and from there to the frontier two or three weeks more.

These conditions are being fast modified. Bangkok now has a well-planned system of streets on which some two thousand motor vehicles crowd and sometimes smash up the ubiquitous pedestrian and rickshaw. The klongs are spanned by dozens of memorial bridges erected by the late King and others. Highways are being built where most needed, though slowly, on account of the cost and the advantages of having railways first.

The railways are doing for the nation what the first transcontinental lines did for America. Lay the left hand palm down on the table and spread the thumb and fingers widely apart. The wrist joint will represent Bangkok. The line from the wrist to the top of the middle finger will be the main northern line of the railway, now open to Chiangmai. The line through the index finger, which should be spread as far as possible from the middle finger, will be the north-eastern line, now open to Korat. The line through the thumb will be the Eastern line, now open to a point about forty-five miles from Bangkok, but under extension to the French frontier at Aranya Pradesa. Instead of two months one now

reaches Chiangmai in twenty-four hours. The great valley of the Menan is thus opened up to commerce and quick travel from end to end. One of the world's richest valleys, it will produce every tropical product in enormous quantities, and awaits only the stimulus of new blood and capital to pour a great flood of foodstuffs, fibers, spices, and fruits into the world's lap and a flood of wealth into Siam.

Korat is now only five hours from Bangkok, and that line is being extended to Ubol. The extension will put the French frontier of Annam at a day's journey from Bangkok opening up the extensive and little-known region of Eastern Siam. The Eastern Line when joined to the projected French lines in Cambodia will bring Saigon into the twenty-four hour range from Bangkok, and the famous ruins of Angkor into less than twelve hours.

A glance at the map will show that the links are being forged in a vast Southeastern Asia Railway system. It is not impossible to anticipate a railway trip from Paris to Singapore via Petrograd, Irkutsk, Peking, Yunnanfu or Hongkong, Hanoi, Korat, Bangkok and Penang; or a real "Orient Express" stopping at Vienna, Constantinople, Bagdad, Karachi, Delhi, Calcutta, Mandalay, Chiangmai, Bangkok and Saigon. Shades of Marco Polo!

Any discussion of Siam should include some mention of religion, which in Siam is a universal, real, and vital part of the life of the people. From His Majesty the King to his humblest subject practically the entire nation is Buddhist. No country has a greater degree of religious tolerance and freedom than Siam. The King himself, though head of the Buddhist hierarchy, gave the land on which the present Protestant Church stands, stipulating in the deed of gift that it was to be used for all time as a site for a church whose services should be for all Protestants regardless of sect. The same King, his late majesty King Chulalongkorn, built a mosque at Bangkok for the Mohammedans, of whom, including Malays and Indian, there are several thousand.

Every Siamese boy is expected to take the yellow robe and begging-bowl and with bare feet and shaven head to lead at least for some months a life of absolute poverty, of monastic seclusion, of study of the Law, of contemplation and self-purification. The effect of such a custom is bound to be great in the after lives of the Siamese men. Perhaps to it is due in part a certain sweetness and gentleness of character, a lack of violent desire for money and the gewgaws of modern life, a philosophical attitude, which traits distinguish the Siamese from all Occidentals and even from most Orientals. It makes him perhaps a less dangerous competitor or adversary, but it makes him surely a more likable friend and neighbor. Many of those who go into the priesthood choose it permanently. There is no more familiar sight in Siam than the groups of yellow robes seen sometimes in the grounds of a "wat," sometimes at a street corner, sometimes on street-cars or trains or boats.

In all parts of Siam there are, according to the latest figures, nearly seven thousand temples and over a hundred and seventy thousand priests. The temples are a sort of social center for the community. The boys come here to school and for play, here are held the fairs and festivals, here the wayfarer can always find shade and a place to rest in the salas built by pious hands in the temple grounds. Aside from the religious field the outstanding work of the temples has been in teaching. A very large part of the Siamese school work has been and is being done through these temple schools which number over two thousand six hundred.

Including these, there are altogether nearly three thousand schools in the Kingdom. Some of the most flourishing are the Mission schools of the Roman Catholic and American Presbyterian Missions which are held in the highest esteem by the authorities and people alike, and are crowded with boys and girls, many of them from the most influential families in the Kingdom. The governmental work of education includes the sending of a large number of students to America and Europe for advanced work. Thus there are now thirty or forty Siamese boys studying engineering at the Massachusetts Institute of Technology, while many are at other American institutions.

The present article may not extend to greater length. Its purpose has been to give an intelligible and sympathetic sketch of the salient facts about Siam as it is today. It makes no claim to exhaustiveness or to profound erudition. Siam will well repay those who can bring both these qualities to their work, but the present writer aims only to show her as a real, living, progressive, and successful country; successful because she has maintained her economic and political independence, has kept out of the debt, has known how to govern and teach her people, has gone far towards blending western civilization into an old Asiatic culture without sacrificing the finest things of either.

觀 羅 遲 之 吾

吾人試執一極談諸極荒謬之美國人而命其陳述關於遲羅國三事彼或將僅提及『白象與雙生子』而已更進而問其此國在印度抑在中國彼將擇任何一國而堅執其說焉美人士對於遲羅國既若漠視吾人苟能以該國情形為其詳示誠有益之事至各報星期欄內之反對論調固不拘也

遲羅為佛教國歷代專制並有一穩妥政府於亞洲大陸全國通用紙幣價格較金幣高三成國債平均每人不及五元工界並無罷工失業或過激等舉動全國鐵路皆係國有且出口貨超過進口貨誠世界經濟場中之穩妥國此國為東方極華麗之國尚未受商業與行旅之驚擾京城無橡皮車紀念品商店等而闊大之街道美麗之運河紅綠色之廟宇裸體之肥孩與夫無數小店密布於八尺闊之街道舉凡奇巧悅目之物應有盡有凡此咸足引人入勝者也

吾人荷閱惠禮氏地理上之亞洲東南部地圖新加坡開明在馬來半島之端再觀其海道除丹屬每年有七八輪開往歐洲及法屬每半月開船一次往西貢兩海道外其他各航線使遲羅與他地連接者皆屬英國而英屬香港或新加坡為其盡頭之海口由海道自新加坡至盤谷需時四日然乘鐵道較為有趣一天內可抵馬來京城葛拉倫潘（按新加坡與潘南並非屬馬來島而屬於南洋羣島）在葛拉倫潘就攔一夜翌日已抵潘南次晨可趁特別通車至盤谷在距潘南一百里之潘潭盤薩可經邊界而抵遲羅又自此間亦可乘鐵路直北行一千里再乘騎行一百五十餘里此線約在東緯度百分之一經線當於遲羅極南北緯度第六緯線及北部第二十一緯線相交又目下遲羅全國面積達二十萬方里與紐約本薛文尼亞阿刺伯媽密雪雪比等省相持

遲羅邊境發源於潘潭盤薩之海邊沿印度洋而達英屬之潘南計程三百里然後折入內地經山林而抵緯線二十度計程約九百里在北緯線十五度路線折西一百五十里然後南行五百里而至遲羅海灣再繞此海灣而抵馬來各省之邊境更循邊界而經半島可折至初離盤谷特別快車之潘潭盤薩此固遊遲羅之大概也溯起初鐵道二百五十里所經遲羅之地皆富於錫木灰及上等煤炭等鑛產之錫鑛之最重要者在西海濱若潑來島與來腦等此間錫之開墾頗稱興旺一九二〇年其產額達一萬噸價約五百五十萬元之鉅火車經半島而至配達尼新哥拉及南康西太馬拉此處數千萬椰之運至新加坡製造椰子油此種實業大有發達希望火車沿岸行時但見右面之海波與左面之小山林立或隔數山而有茅舍如此而抵盤谷計五百八十五里自全程火車路計費時三十六小時既有臥車餐車之設備自不覺其時間之久長也

盤谷乃遲羅最重要之城市政府也貴族也財產也商務也工藝也教會也咸皆萃於此港口之邊船隻無數鐵鏈聲揚車聲起重機聲不絕於耳且遲羅人民頗稱文明每晚有聚餐會之舉席間各穿晚衣吸土耳其香烟飲來因之香檳酒而極其樂街道上則時聞小貨車隆隆聲及脚夫叫喊聲連埃及墳內掘出之造船樣式所造之小船往往與麻栗製成有電燈電扇等設備之大船相競爭於康郎運河內總之一方面有路警電車電話電燈自來水依兒水等一方面有高大之廟宇中古式之儀節紡織鋸種以及神怪巫術之說跳舞戲曲之樂

遲羅京城現有居民六十萬皇宮也廟宇也運河也碼頭也大學校也醫院也皆具而有之至行政教育論盤谷教育部刻正施行強迫教育將來至少能使全國八百萬或一千萬人民粗知教育大意水利局現正竭力灌漑米南山谷之平原俾免米之欠收綜計受灌漑之處有二十萬畝之廣蓋米乃遲羅命脈也公衆衛生處現聘定美國醫生為顧問時疫天花霍亂等症能不待發生而遏止昔有天花發生於南鮑而遍傳遲羅東部自高蘭至南鮑而乘牛車費時需二星期安能及時營救旋經公衆衛生處立與陸軍航空處接洽於三小時內魚鮑而已得一外科醫生及痘管一萬枝天花得以立止此亦足證遲羅對於公衆衛生之注意再遲羅對痘衛生各事殊稱可教亦其特性即其他各部咸仿歐

式組織治其部下其職權莫不井井有條是可羨也盤谷為全國商務中心點全城共有商店五十餘進口貨每年達六十萬元出口貨如米麻栗樹膠寶石等其數竟超過進口錫係經潘南及新加坡而出口各商店皆係英法丹比瑞意中日及印度人經營除英丹中三國最重要外遲羅人則對於商業較為冷淡以其主要人物大半係政界人員尚有暇暇商乎大概遲羅人民可分兩等即貴族與勞工是若中社會則尚付闕如大約將為生在遲羅之中國人及雜種人組織之

遲羅進口數額每年既達六千萬元之鉅最足異者美國各大公司銀行曾未設有分公司在彼豈美人關於遲羅仍祇知有『白象與雙胎』而已乎

近盤谷之河可稱為最完美之港口然因有砂洲之阻隔吃水十五尺之船隻未便進口沿此河岸有米廠近百大約皆中國人設立時有小船滿載米粒自內地運至各米廠今歲由各米廠運至中日新加坡錫蘭印度歐洲再由歐洲轉至古巴及南美洲之米預料數量當達一百五十萬噸蓋米非特為遲羅大宗食物抑為其唯一財源其價實三四倍於別種出口貨且米粒大氣味佳素著名於亞東甚有和以他國出產之次等米而照遲羅米價售出者

沿河岸除米廠外尚有鋸木廠將栗鋸成小段俾便出口然自距盤谷數百里之北方各山運至船上須費至少三年或十年之久可稱不便此間河中景緻殊好大小船隻林立舢板也小火輪也米船也關船也運糧也游船也巡邏也酒艇也支那船也大商船也在半小時內各式船隻均可識見查駐冊於盤谷之船數達十七萬五千亦可知遲羅海運之重要矣考昔時盤谷交通惟水道是賴在東北兩高部則以牛車象馬或人力代之至若叢林則非藉鐵道不可自盤谷至正滿（遲羅北方京城落北約四百五十里）須費時二月至高蘭（遲羅北方京城落北約四百五十里）須費時三月至高蘭（遲羅北方京城落北約四百五十里）須費時三月

此種情形刻已大加改良盤谷現有汽車二千輛而運河橋樑及各處鐵道皆已製造完竣矣鐵道之造福於遲羅與美洲最初鐵道同吾人試置左右於台上而將指頭張開手指可代表盤谷自手腕至中指尖之端即通至滿昔須二月者即通高蘭之東北路大指即東路自盤谷至滿昔須二個月現需三日已足如是則米南山谷已開為商埠矣自高蘭至盤谷現祇須五小時且此路刻正延至南鮑而將來自法屬安南至盤谷須時一日已足自西貢延至東路適造成一極大亞洲鐵道系將來自巴黎乘鐵道經北京偏脫老合蘭依克四克雲南香港高蘭盤谷潘南等處而至新加坡或乘東方特別快車經維也納君士坦丁台而嚇加而克太正滿盤谷西貢等處亦未始非辦不到之事也

遲羅之人情風俗既約略論及遲羅之宗教不可遺漏遲羅上自君皇下及平民全國皆信佛教而信教自由尤其特出處昔遲羅王朱拉龍康雖為佛教之首然尚給新教徒以建造教堂之地又為回教徒建一回教堂於盤谷遲羅小孩須穿黃服街道中舟車上最屬多見並無貧富須赤其足蒙其髮向各家乞食並須研習法學學習靜坐清心此種風俗於遲羅青年頗有關係其品性之善也查遲羅各地共有廟宇七千牧師十七萬其廟宇實為社會集會之中心點國中小孩皆來此就學或游玩旅客咸至此歇息商場節慶皆在此舉行自以各廟除辦理宗教事務外其重要職務為教育蓋國內大半教育事業皆為此二千六百『廟宇學校』辦理焉連上述各校全國共有學校三千其中辦理最善者為羅馬天主教及美國長老派設立之教會學校學生大半為國中貴族子女政府責任除教育國內子弟外尚須升送大部份學生至歐美各國求高深學問查在美國麻省工業專門學校肄業之遲羅學生有三四十人之多而各大學內亦不乏其人也

本篇敘述就此告終著者並不欲窮述遲羅國之究竟僅欲表示遲羅乃一真實活潑進步而興盛之國以其能保持其經濟及政治之獨立且無債累知管理教導人民之方能採仿西洋文化之佳點而不稍犧牲其歷代相傳之亞洲古文化

Men and Events

Mr. V. Meyer, president of Andersen, Meyer and Co., returned to Shanghai on Tuesday of this week from a brief vacation in Weihaiwai.

Mr. A.B. Carlton, United States Consul at Amoy, arrived from Seattle on the *President Grant* last Saturday en route to resume charge of the consulate.

The Standard Oil Company at Harbin has received a contract to pave one of Harbin's streets with asphalt. It is the first street to be paved with asphalt in the Northern city.

Mr. Charles Perkes of the Robert Dollar Company who has been in the South for the past two months in his company's interests, returned to Shanghai on the *Korea Maru*.

Mr. D. G. Brown of the British-American Tobacco Company, was in Shanghai during the week, en route to Hankow to which station he has been transferred from Tsingtao.

Mrs. Tornroth, wife of Captain W. Tornroth of the *Alice Dollar* who was injured by steel splinters when the Chinese ruffian soldiers boarded the ship, arrived in Shanghai on the *Loong two* and has been at the Palace Hotel.

R. C. Patterson, Jr. formerly connected with the E. I. Dupont de Nemours Company, but now a director in the Peacock Motion Picture Corporation of 36 West 44 Street, New York and 116 Sinza Road, Shanghai, expects to return to China early next year.

Miss Margaret Powell of the editorial staff of the *Review* accompanied by Miss Lucile Douglas of the *Shanghai Times* is taking a trip through the Yangtze Gorges to Chungking and return on the steamer *Alice Dollar*. They expect to return to Shanghai about September 15.

A daughter, Elizabeth Carolyne, was born to Mr. and Mrs. Claude C. Foulk of Peking on August 16. Mr. Foulk is connected with the head office of the Chinese American Bank of Commerce in Peking, but he and Mrs. Foulk expect soon to make their home in Shanghai owing to the removal of the head office of the bank to this city.

Dr. Julian Petit and Dr. Ruth Leonard announce the removal of offices to the 8th floor, Dollar building.

The First National Bank of Boston, which has interests in the Far East, recently has opened a branch bank at Havana, Cuba, for the purpose of transacting business between Cuba and the United States. Charles F. Weed, vice president of the bank, spent several weeks in China investigating conditions here in 1920.

Han Yih Tsang, of Ichang, Hupeh province, a student at Columbia University, New York City, was awarded a scholarship in mathematics for this year. The scholarship amounts to G. \$240. Matsuyo Takizawa, of Daiku-cho, Utsunomiya, Japan received a scholarship for the same amount in the study of economics.

Dr. Schurman, the American Minister, expected to leave Peking last Wednesday, for a visit to the American Consulate at Harbin. Of the 20 American Consulates in China he has already visited 18—some of them more than once—and of the remaining two, one, Harbin, he proposes to visit now, and the other, Yunnanfu, as soon as circumstances will permit.

J. H. Patton, an attorney of Washington, D. C., arrived in Shanghai last week accompanied by Mrs. Patton on a tour of the Far East. They departed for South China and the Philippines on the *U.S. President Grant* of the Admiral Line. Mr. and Mrs. Patton came as far as the Hawaiian Islands with the recent Congressional committee that visited Honolulu.

A prominent local Chinese journalist, Mr. Pei Kuo-hung, passed away at St. Luke's Hospital on August 25, as a result of an attack of typhoid. Mr. Pei was formerly a member of the staff of the *Shanghai Journal of Commerce*, later resigning to become secretary of the Chinese Chamber of Commerce Museum. Literary work, however, attracted him and he returned once more to journalism serving the *Shunpao* up to the time of his death.

The theory that mammalian life of Europe and America originated in central Asia is further established by reports received from Roy Chapman Andrews, leader of the Third Asiatic Expedition of the American Museum of Natural History. Mr. Andrews sent word from the border of the Gobi Desert, Mongolia, that abundant deposits of pre-historic bones have been found during the first month's exploration. One find was the bones of dinosaurs believed to be five million years old. Mr. Andrews estimates it will take a hundred years of expeditions to explore adequately the fossil fields of Mongolia.



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News from Central China

P. S. Heintzleman, American Consul General, left Hankow last Wednesday for Kuling where he will spend about ten days holiday with his family.

Reports from Tayeh state that the new smelting plant located on the river bank is working with highly satisfactory results. It turns out about 420 tons of pig iron a day.

M. L. Toel, of Hankow, a graduate of New York University has joined the wood oil division of the Fu Chung Corporation in Hankow, being stationed at seven-mile-creek.

C. A. Rao, Secretary of the Hankow Y. M. C. A. has just returned from an extensive trip to the United States studying Y. M. C. A. Boys' work there. He returned to China via Europe.

Miss M. C. Powell, of the *China Weekly Review*, accompanied by Miss Lucille Douglass of the *Shanghai Times*, Shanghai, visited in Hankow last Monday on her way to the Yangtze gorges on a sightseeing trip.

Clark H. Getts, representing the New York World and several other newspapers, arrived in Hankow yesterday morning after having made an extensive tour into Szechuan. He left last night for Shanghai on the *S.S. Tuckee*.

Another quantity of the old cash notes of the Hupeh Provincial Bank will be destroyed by fire as new notes have been issued to take their place. Representatives of various circles, have been invited to supervise the burning.

Governor Chao Heng-ti in Changsha is practically at the point of surrender, according to a leading merchant of the Changsha Chamber of Commerce who has arrived in Hankow. The Kuomintang forces are threatening him.

The Ministry of Communications has informed local Chinese authorities that hereafter no Chinese steamer will be permitted to fly foreign flags on the Yangtze River regardless of conditions. In times of extreme danger, however, the Red Cross flag may be hoisted.

The Inspectorate-General of Hupeh and Hunan has announced the establishment of a Sericultural Bureau for the breeding of silk worms. It is also learned that a special committee is to be appointed by the Chief of Staff to direct the study of electricity by the officers and soldiers.

The Wuhu General Hospital was completely burned down on August 17. As far as is known the fire was caused by a defective chimney. There were seventy patients in the hospital when the fire broke out, but they were all conveyed to places of safety and no lives were lost. The building was entirely destroyed.

The Wuchang government has closed a contract to repair the city wall of Wuchang and the work will begin in September. The proposal has been thoroughly discussed by the Provincial Assembly, and it was considered necessary to keep the city wall of the provincial capital in good condition.

Father I. Arrieta, of the Roman Catholic Mission at Sinyangchow, Honan, has returned to Hankow to report on the negotiations with the bandits at Tungpeh for the release of Father P. A. Melotto. He has interviewed the Tuchun of Wuchang, whom he strongly urged to take effective steps to have Father Melotto liberated.

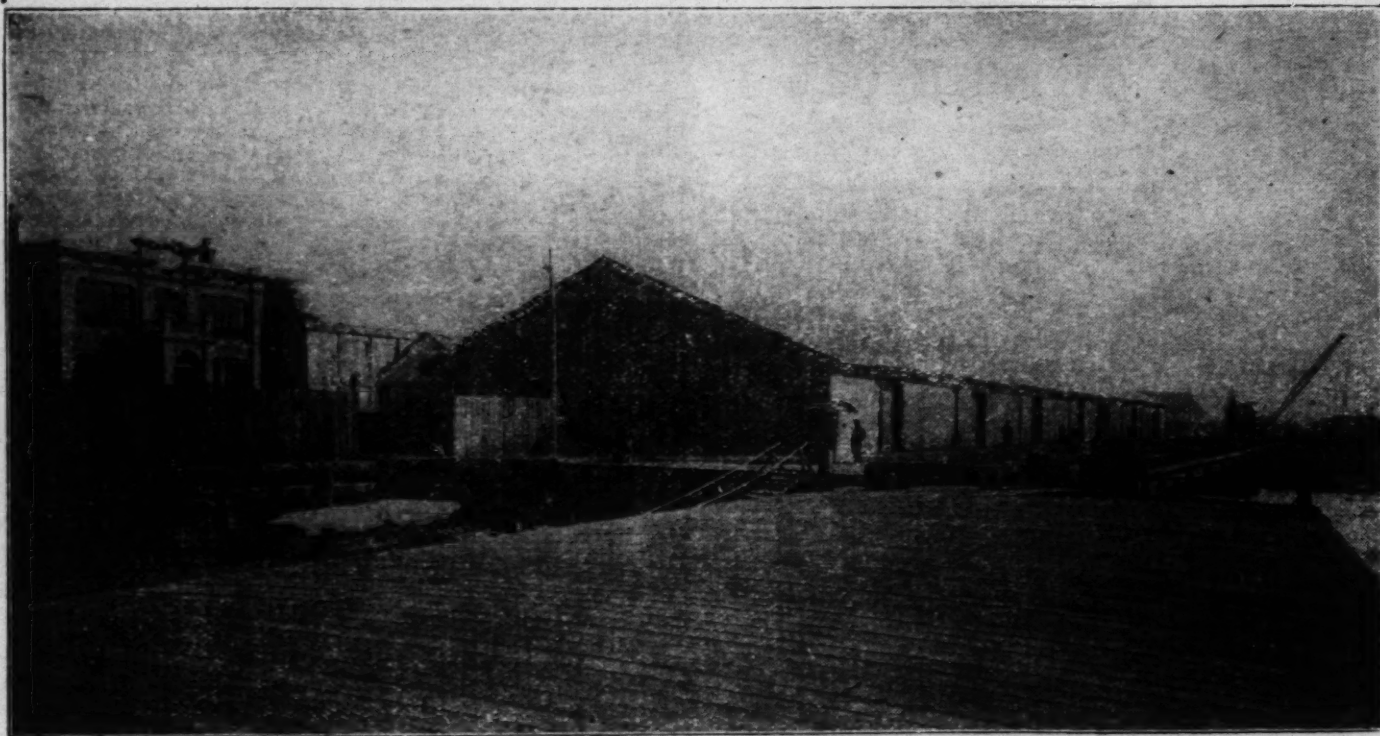
The case of the military demand by Wu Pei-fu from the Szechuan Railroad Company resulting in the attempted arrest of Director Chang Tai-kai in the French Concession is reported to have been amicably settled. The Railroad directors have escaped to the foreign concessions in Shanghai, so as to insure their safety from military intimidation.

The Italian Church at Tszchuan was destroyed by bandits in the Tsaoshih district, and Father Lella had a narrow escape from the brigands, according to a telegram from Bishop Ricci of Laohokow to the local Italian Consul, Cav G. Ros. No particulars of the damage have been received, but it is confirmed that Father Lella escaped.

A strict censorship on press telegrams is being instituted by the military authorities, a special office of censors appointed by the Tuchun having been attached to the Hankow Telegraph Administration. Press wires are closely scrutinized, and news which may create "unfavorable" impression regarding the military authorities are suppressed.

An attack by bandits is reported from a place called Yuintang, about 40 li this side of Yochow. Some three hundred brigands attacked a number of lumbermen. The band was armed with knives and spears. Three of the lumbermen were killed and thirteen wounded. Some of the wounded have been taken to the American Church Mission Hospital at Wuchang.

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The Hupeh Cigarette Tax Bureau has notified the local police that street hawkers of cigarettes in the Wuhan district shall be required to pay an annual tax of \$1 and \$2 per year, the tax also applying to hawkers' stands on the streets. The Bureau states that since the sanction of the Peking Wine and Tobacco Bureau has been received, the police authorities should cooperate with the tax bureau in putting the order into effect.

Mr. Ariel Vargas of the International News Reel Corporation, New York, has stopped over on his voyage to the Upper Yangtze. He is now visiting Ichang and Chungking taking motion picture films for the International Newsreel Corporation. He carries a letter of introduction from Wu Pei-fu to Yang Shen. The films are first sent to America for development and will be returned to China in about three months.

Several foreign Mission members have been trying to go to Tsaoshih to investigate the damage resulting from the recent bandit raid. Father McHugh of the St. Columban's Mission has just returned from an unsuccessful attempt to go to Tsaoshih by the Han River route. The Rev. F. G. Onley and Dr. E. Wills of the London Mission are on their way to Tsaoshih by the Siaokan route, but no news has been received as to results of their journey.

The provincial government bank of Honan at Kaifeng has made arrangements to open a branch in Hankow with a view to floating their bank notes in this center. The head-office of the bank is in Kaifeng, Honan, and its capitalization is claimed to be \$5,000,000 with one fourth paid-up. The Kaifeng office was opened only recently, and the bank claims that plans have been made to branch out to Peking, Tientsin, Shanghai, Chengchow, and Chiaofoo.

When the Japanese steamer *Talee* arrived in port, the Customs officials made a thorough search of the ship, as advance information had been received that a Japanese arms-smuggler was carrying contraband to Hankow on the vessel. The alleged Japanese smuggler had escaped, but two Chinese were arrested in possession of several revolvers and a small quantity of ammunition. The Chinese pleaded that they were doing this under the direction of a Japanese, and they were handed over to the Japanese Consulate for further inquiry.

Adjutant Liu Siang-ting, the official responsible for the outrage on the steamer *Alice Dollar* at Ichang on July 31, has been sentenced by the Martial Court of Wuchang, after trial and examination, to a term of imprisonment of four years and eleven months and complete disfranchisement for ten years. This sentence, classified as the Third Class Limited Imprisonment, represents the heaviest punishment for the crime in accordance with Article 313 of the Criminal Law. It is understood that the punishment is not considered satisfactory by the American authorities.

The Thirty-eighth Destroyer Division, U. S. Asiatic Fleet, will arrive at Hankow about October 1, and depart October 10. The names of the vessels of this Division together with the names of the present commanding officers are as follows: *U. S. S. Tracy*, No. 214, -Commander W. A. Glassford, (Division Commander); *U. S. S. Smith Thompson*, No. 212, -Lt-Comdr. V. L. Kirkman; *U. S. S. Barker*, No. 213, -Lt-Comdr. W. D. Chandler; *U. S. S. Borie*, No. 215, -Lt-Comdr. L. C. Scheibla; *U. S. S. John D. Edwards*, No. 216, -Commander W. H. Lee; *U. S. S. Whipple*, No. 217, -Commander O. J. Fletcher.

Wu Pei-fu has wired Tsao Kun urging the necessity of sending military aid to Hunan in connection with the serious situation there. It is feared that if nothing is done Tschun Chao Heng-ti will be ousted by Tan Yen-kai. Wu Pei-fu recommends the appointment of the commander of the twenty-first mixed brigade of Hupeh as chief commander of the northern expeditionary force to have its headquarters at Yochow and to be withdrawn as Tan Yen-kai has been defeated. It is pointed out by Wu Pei-fu that Hunan must be kept as a buffer state between the Chihli and Kuomintang factions. Instructions have been issued to Hsiao Yao-nan to render every possible military aid to Chiao Heng-ti.

General Wu Pei-fu has wired to the government urging that the Salt Inspectorate at Tzeliuching, Szechuan Province, should be instructed by the Chief Inspector of the Inspectorate in Peking to remit the sum of four hundred thousand dollars every month for apportionment amongst Generals Yuan Chuming, Wang Ju-chin and Yang Sen, otherwise the Loyang Warlord claims that the commanders may be forced to adopt their own course of action with the salt officials. The government is consulting Sir Wilton about the matter. The northern commander complains that when the "rebel" Generals Liu Cheng-hsun and Hsiung Keh-wu were in power at Chungking, the Tzeliuching inspectorate allowed them the salt surplus quite freely.

HANKOW, August 25, 1923.

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Capt Jensen of President Grant Fined for Speeding on High Seas

The distinction of being the only commander to be suspended and fined for speeding on the high seas, falls on the shoulder of Captain M. M. (Mike) Jensen of the Admiral Liner *President Grant*.

When he dashed across the Pacific from Yokohama in nine days, one hour and forty-five minutes, he lowered all previous records—but he pried himself loose from a job, temporarily.

And then it became known to the public for the first time that there are speed laws on the Pacific, just like there are on the highways of the land.

The Shipping Board had issued orders that none of its ships could exceed 17 1/2 knots an hour. Jensen urged his ship at 21 knots. And 60 days, suspension resulted.

The *President Grant* was steaming out of a Japanese port. A foreign flag on a rival line, bound for Vancouver, B. C., came alongside. Tauntingly, its band played, "Where Shall We Meet Again?"

The rival nosed ahead. A bell clanged in the engine room of the *President Grant*. Jensen, on the bridge, watched.

The American vessel spurted, and the foreign steamer did not pass again.

When he was reinstated he went right out and broke his previous record—this time legally. For the Shipping Board raised the speed limit when the incident of the rival and the taunting band became known. (*Nea Service*).

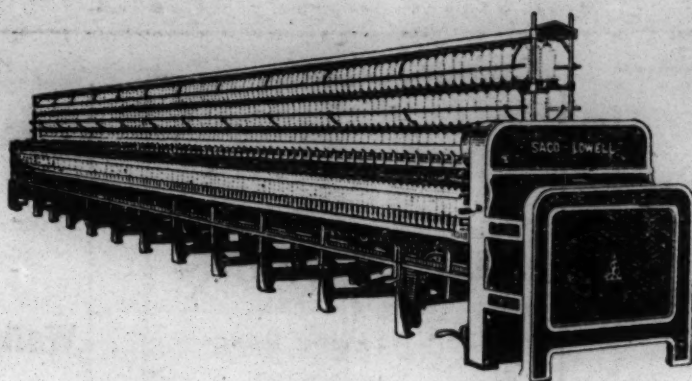
Americans Becoming Interested in Chinese Jade

The discriminating American public including the better posted jewelers, are beginning to appreciate the value of fine Chinese jade according to a recent article in the *New York Times*. This value, according to a prominent jade importer, is twofold, being based not only on the intrinsic value of the jade, but on its great beauty. For centuries, the importer said yesterday, it has been the inspiration of the Chinese poets, and no gem is as highly prized in China as the "yu shih," or jade stone.

"The commercial value of fine jade has been advancing for some years by leaps and bounds," the importer continued. "The loot from the Summer Palace contained much fine jade, and the gem lovers of the Occident have gradually come to compete with the Chinese for possession of the better grades of the stone, until at present the demand for gem pieces far exceeds the supply. A letter received recently from one of our Chinese correspondents reads, in part, as follows:

"The jade market in China is very lively. A little less than \$1,000,000 worth of jade blocks has been bought by cutters this year. Three necklaces have been sold here for \$60,000, the best one among these three costing \$30,000. Jade balls of 15mm. (9-16 of an inch) diameter, are sold at \$1,500 each. We have on hand a ball of 16mm. (5/8 of an inch) which will sell for over \$4,000. This is one of the best ever cut."

"A price of \$30,000 wholesale, in China, for a jade necklace probably no larger in size than a pearl necklace of the same value will probably stagger many dealers who are not posted on the values of jade, as well as the public at large. To the jade-buying public and the jewelers from whom they buy, however, it will not be surprising."



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News from North China

The national conference of the educational associations in China has been holding meetings during this week in Tsing-hua College, Peking.

As the three months' time limit in which a new president must be elected by the parliament is nearly ended, it has been proposed by apart of the Members of the Parliament to organize an election preparation before or on September 3. The election is to take place on October 10. But the opinion is much divided among the members.

The credit of the government which was greatly affected by the stoppage of payment of the copper notes a week ago is still unrepaired. Many rickshaw coolies and other laborers refuse to accept notes and coppers are still at a premium. Moreover, the general post offices have proclaimed the new rule that each ten cent subsidiary silver coin can only buy nine cents of stamps. A dollar can still purchase 100 cents.

Following the assumption of office by Chang Hu, the financial condition is still precarious but has aroused new demands from other ministries for salaries. The members of the ministry of Education two days ago stormed the Ministry of Finance and vice-Minister Shen was marooned in a small room until about 2 o'clock. It is reported that no schools and universities can resume school in September.

A detailed account is given in all newspapers here regarding the escape of General Wu Pei-fu from being drowned in Loyang River. As he went out with several attaches on a supervision trip to Loyang Bridge which he built with his own soldiers he was encountered by a sudden deluge. He and his attaches escaped the flood by hurrying to a high hill which was later surrounded by water. He was not rescued until the next morning.

This week has been a special theatrical week. A group of American actors and actresses under the name of International Stars, including Effie Burton, a dramatic soprano from the Chicago Grand Opera Co., Dainty Amie Maynard, a classical dancer, and Clifford Adams, a musician, performed at the Peking Pavilion during the first three nights of the week. On the 7th day of the 7th moon, a Chinese festival, Mei Lang-fang also gave a special opera for that day which has aroused so much interest among foreign residents in Peking that they have requested Mei Lang-fang to play again

at the Chengkwong Theatre this Saturday

Opposition has been aroused in both Chinese and foreign circles to the proposed foreign officered railway police which is one of the demands of the Diplomatic Corps from the Chinese government. Dr. John C. Ferguson sent a note to Minister Wellington Koo to be recommended to the Cabinet setting out the reason why the responsibility as to the safety of the railways should be put on the military authorities of the provinces rather than the special police. The *Peking Leader*, the *Peking Daily News* and a number of other papers raised a big protest against the British who are the initiators in the movement to control China's railways.

Peking, August 25, 1923

P. Y. C.

Rockefeller Foundation Review for 1922

A pamphlet reviewing the work of the Rockefeller foundation and the accomplishments of the first decade of its existence has been written by George E. Vincent, president of the Foundation. The text deals first with a brief history of the growth of medical science, concluding with the efforts made by the Foundation in furthering it. Activities in many parts of the globe are illustrated.

The institution spent \$15,911,408 in 1922, and from its beginning, May 22, 1913 to the end of 1922, \$76,757,040. Of those amounts, China has received a most liberal share.

Ex-Vice President Marshall Contender for Bok Prize

The recent offer of Edward Bok of Philadelphia to award \$100,000 to the author of "the best practicable plan by which the United States may co-operate with other nations for the achievement and preservation of world peace" has brought from Thomas R. Marshall, former Vice-President of the United States, a suggestion that "the United States propose to the several nations of the world that the organic law of every civilized people shall be so altered as to provide that no war shall ever be waged until after the question of the waging thereof has been submitted to a referendum of all men and women above 18 years of age, and not then until 60 days have expired after the announcement of the result of the referendum." Mr. Bok's offer was made known July 1. Mr. Marshall's proposal was contained in a letter to Mr. Bok under date of July 9.



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The Week in the Far East

(Covering the Period from Wednesday, Aug. 22 to
Wednesday, August 29, 1923.)

China has been ominously quiet during the past few days, that is, in comparison with events which have been occurring here weekly for the past three or four months. The most important event of the week in the Far East, and a most regrettable one, was the death of Japan's prime minister, Baron Tomosaburo Kato.



Late Japanese Premier, Baron Kato

Baron Kato passed away on August 24 precipitating a keen political situation.

An impressive funeral was held for the late premier on the 28th. His successor, Gombei Yamamoto was born in October 1852; studied at the Shoheiko and Kaiseijo, both government schools, in 1869; and graduated from the Naval Academy 1877. He fought in the war of the Restoration on the Imperial side; was on board the cruiser *Tsukuba* during the Formosan Expedition as a cadet; was appointed Sub. Lieutenant after the Expedition; made a voyage round the world on board a German warship; was one of the Commissioners sent to England to bring home the cruiser *Naniwa* built there, 1885.

He became a Rear-Admiral in 1895; Minister of the Navy, 1898-1899; Admiral, 1904; despatched to England and America in the suite of Prince Fushimi, 1907; served in the Russo-Japanese War; formed the Yamamoto Cabinet in February, 1913, but resigned his post, April, 1914.

China's Finances

China's financial maneuvers form the interesting part of the week's news developments. Chang Hu, the new finance minister, is smothered in work but appears to be successful to the extent of keeping disorder from non-payment in check, with the exception of a strike by the ministry of the interior clerks and the resignations of student supervisors in Europe and America. He early announced that the Peking police and the schools would receive first attention and would be provided for for the next six months.

Minister Chang has spent most of his time in Tientsin, but not without result. Bankers having turned him down on a loan of \$1,300,000 promised if he would take the portfolio. Chang went to Tientsin for three days, whence he returned, according to report, with three-quarters of a million cash.

It is reported that through the good offices of Dr. Wellington Koo, a loan of £5,000,000 has been negotiated with the Crisp group in London. Chihli province is also supposed to have reached a loan agreement for £1,250,000 with British, French, Italian and Belgian capitalists with the Tsungchow-Shichiahuang railway as guarantee.

Dr. W. W. Yen, chief of the financial readjustment commission, during the week, cabled the inspector general of maritime customs, Sir Francis Aglen, now in England, to return to China as soon as possible.

Subsidiary coins in the northern provinces, which have been accepted at face value for several years, are now being



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For example do these names suggest anything to your mind?

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Li Yuan-hung	Hsiung Hsi Ling	Tsai Yuan-pei	Tuan Chi-jui
Fong F. Sec	Chang Tai Yen	David Yui	Sun Yat Sen
P. W. Kuo	Wellington Koo	W. W. Yen	C. C. Nieh
Li Ming	Wang Chung-hui	C. T. Wang	Hwang Fu
K. P. Chen	Sung Han-chang	Liang Shih-yi	Kan Yu-we
Che Shih-yuan	Lu Yung-hsiang	Tsao Kun	Wu Pei-fu

These twenty-eight names represent individuals who are fairly well known, but outside of their names what do you know about them—about their educations—official life—present addresses—age—and so on. The next edition of

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will give you just the information which you desire regarding these men and also the biographies and pictures of about 500 additional men who are active in the present day affairs of the Republic of China.

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discounted through government chicanery. These coins were supposed to be backed up with silver reserves to maintain face value, but it is thought that the reserves have been spirited away.

Effect of Commerce Ministry Strike

"Officials of the Ministry of Agriculture and Commerce went on strike in a body shortly after the political coup, when they had repeatedly applied to the Finance Ministry for their overdue salary, in vain. As a result, only 11 cases, about 15 percent of the usual monthly quota, were dealt with by that Ministry during the month of July," says the *"Shanghai Journal of Commerce."* "Petitions in reference to the payment of a reduced tax, exemption from tax, or taxation by the favourable scale on machine-made articles of a foreign pattern, have been pigeonholed; while petitions for mining permits submitted by mine owners, it has been semi-officially admitted, have all been held up since June last. The mine owners or operators have been kept in suspense, their petitions neither granted nor rejected.

"As the development of our industries is still in infancy, and most of our people still lack self-confidence to take the initiative in anything they do, government advice and instruction are eagerly sought and, if possible, scrupulously followed. The latest political episode at Peking at the expense of President Li Yuan-hung has opened the eyes of our more enlightened business men, who have since broken off their relations with this ridiculous pretence of a government. This attitude is a decided improvement upon their blind submission to and absolute dependence upon the government in all matters right or wrong.

"But no sane person imagines that the present disguise of a state of 'no government' can last without prejudicing our interests, national and private. Even the temporary suspension of work at the Nungshanpu alone will have a disastrous effect upon our commerce and industry. While the Ministry itself may fare no worse than the loss of certain fees, the losses and damages accruing to our merchants must reach an incalculably large amount."

Parliament and the Elections

Tsao Kun's presidential boom has revived during the past week. There is no further hope of a quorum for a Shanghai session of Parliament, as, of the 400 to draw pay in Shanghai on August 15, at least 100 have returned to the North. One of the number, Senator Chang Tien, is reported to have come to Shanghai to get his salary and expenses, and to have left immediately for Peking. En route, he was attacked and fatally shot.

Tsao Kun is said to be offering \$1,000 to every member who returns North, and, in addition, a bonus of \$50 a session for attendance at Parliament. In this way, he hopes to secure a quorum and the election.

The preliminary meeting of Parliament for the election of president has been set for September 13, and the final election will probably come three days later. On the 27th, there were 450 Parliamentarians in Peking with but 100 more needed to make a quorum. That number was expected from Tientsin and Shanghai, and Tsao Kun's election seems most probable.

President Li Yuan-hung is reported to have sent emissaries to Hangchow to prepare the way for his coming from Tientsin.

The Lincheng Demands

No progress appears to have been made toward complying with the demands made by the diplomatic corps as a result of the Lincheng bandit outrage. The Chinese are solid against foreign railway guards, which is being urgently advocated by the British Ministry but opposed by the United States and Japan. Peking papers carried rumors of a British boycott, but this has been judged as part of the usual Chinese game to split foreign solidarity.

General Munthe, who was appointed by the ministry of communications to organize a railway guard, resigned when his recommendation for 18,000 men with 4,000 reserves was deemed too expensive.

There is likewise opposition to the demand that responsible officials be punished. Tuchun Tien of Shantung, who is amongst the number, loudly protests. He has sent in his resignation which the government has not seen fit to accept. It is reported that Tien has accumulated \$10,000,000 during the last three years.

Bandit Disturbances

Report has just been made of the hold-up of a local and an express train on the Changsha-Yochow line in Hunan province on August 15. Both trains were pillaged, but no prisoners taken.

On the 24th, the Italian legation at Peking received word of the burning of an Italian Catholic church at Tzeho, North Hupeh province.

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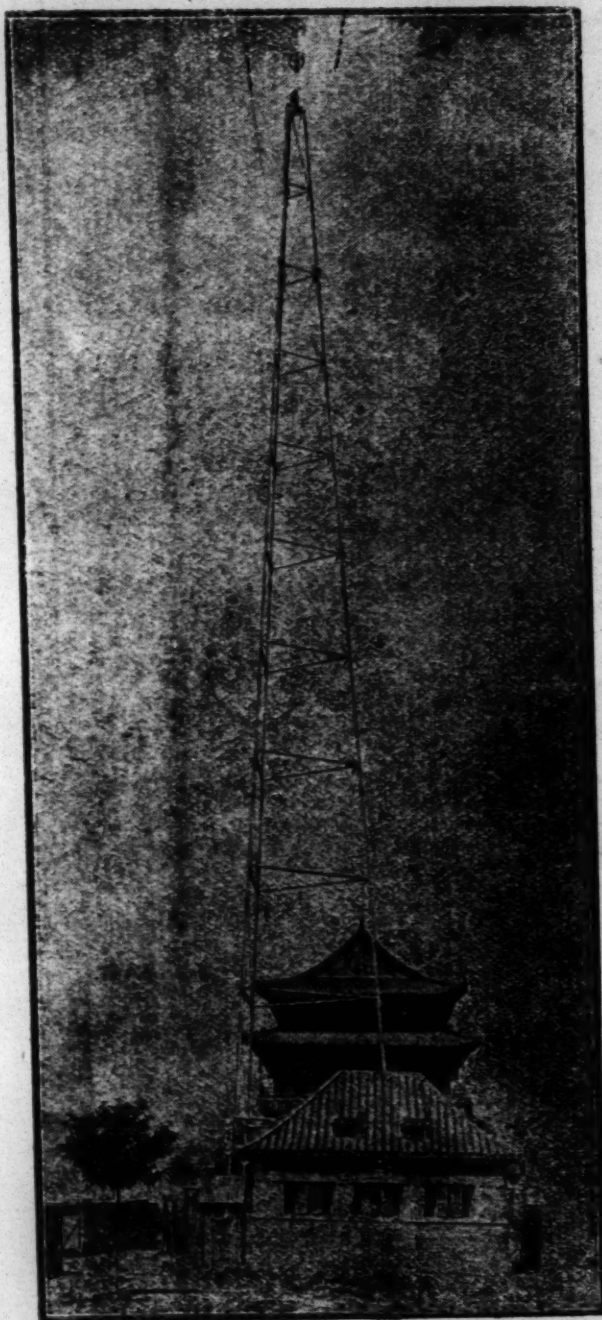
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Y. R. Sun, Manager
I. D. Zar, Sub-Manager

Father Melotto, the Italian priest who has been in bandit hands for some two months, is reported as receiving brutal treatment. Negotiations for his release are still in progress. The bandits who sacked Tsaoshih near Hankow recently, carrying away 200 Chinese captives, demand \$40,000 for the release of the male captives. The women have all been sold. Foreigners are warned not to travel in Hupeh or Hunan provinces.

The Chinese General Liu, who caused the fracas aboard the *Alice Dollar* last month, resulting in the wounding of three American women, was sentenced to three years and some months imprisonment. It had been promised that he would be executed. The Chinese soldiers who accompanied General Liu have as yet received no punishment.

Anhui People Would Enter Peace Pact

The greatest joy prevails amongst the people who would have been involved in a struggle between Chekiang and Kiangsi provinces. The signing of the peace pact is hailed as the prevention of a certain clash between the two provincial generals. The people of Anhui province are anxious that Anhui and Kiangsu provinces should be included in the Chekiang-Kiangsi pact, and likewise there is a movement, which bids strongly for success, of bringing a peace treaty about between the Shanghai independent and the Nanking loyal sections of the Chinese fleet.

It is reported that General Lu Yung-hsiang, director general for the reorganization of military affairs of Chekiang, has been offered the position of chief of the general staff by the Peking government.

Would Re-open Canton Mint

Military affairs in South China have practically been at a standstill. Fighting has broken out in southern Hunan, but Dr. Sun's forces have failed to take Waichow so far.

Chinese and foreign firms at Canton are trying to have the mint reopened. In 1920 it consumed one-fourth of the world's silver supply, and is a profitable institution when in operation.

Eastern Railway Land Seizures

The British, American, French and Japanese consuls called on Marshal Chang Tso-lin on August 22, protesting the seizure of the land office of the Chinese Eastern railways. Chang Tso-lin claimed that Russia had taken land beyond the scope necessary for the railway and that Russians had oppressed the Chinese people, so that it was incumbent on him to prevent infringement of China's sovereignty. He referred the consuls to the Tuchun of Kirin, who made a similar reply. The latter was eventually persuaded to telegraph to Harbin to refer the matter to a conference between the railway representatives and the Chinese authorities.

Sino Russian Conference

Mr. Marakhan is now in China, ready for the settlement of Sino-Russian questions. He has been received with great acclaim. He is considered Russia's ablest diplomat, and his being sent to the Far East is regarded as an indication that Russia believes the Orient is its most important place for activities at the present moment.

GENERAL NEWS SUMMARY

August 22. Conference between coal operators and miners breaks down, with strike set for Sept. 1.—French reply to British note indicates France will maintain position in Ruhr.—Marks reach 42 million to pound sterling.

August 23. Hoover announces America has four months' hard coal supply on hand.—Aero mail tests prove successful beyond expectation.—British press gloomy over French reply regarding reparations.—Arbitration treaty between America and Japan renewed for five years.—United States has accepted invitation to send envoys to Council of League of Nations, Fifth Commission, in consultative capacity.

August 24. Baron Tomosaburo Kato, prime minister of Japan died.—Coolidge suggests substituting soft for hard coal, as solution of coal shortage if anthracite miners strike.—Lloyd George is to visit America.—U. S. National Auto Association to investigate gasoline prices.—£7,000,000 salvaged from *s. s. Laurentic*.—Spanish troops mutiny when ordered to Morocco.—British forces begin evacuation of Constantinople.—Senator Underwood, likely Democratic candidate for president, thinks U. S. should help Europe by reducing U. S. tariffs.

August 26. Germany has ordered tax payers to surrender foreign currencies in proportion to their tax assessments.—Marconi Co. will soon exhibit radio outfits for lifeboats.

August 27. Shipping companies form association for regulation of emigration.—1,800,000 voters cast ballots in Irish elections.

August 28. Senator Lodge has plan to call air limitation conference.—Formal call for anthracite coal strike on September 1, but Coal Facts Commission predicts settlement.—Chancellor of Germany Stresemann says if his government falls, Germany will succumb to Bolshevism.

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"PRESIDENT JEFFERSON"	Oct. 28	Nov. 13

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New Books and Publications

The Problem of Population by Harold Cox, M. A.

New York: G. P. Putnam's Sons.

THE problem of population is one of the gravest and most delicate that confronts us to-day. The theologian and the ill-informed socialist who thinks that over-production of human beings will increase class struggle, ensuring the adoption of the state socialist system do not care to face the problem. The fatalist is likewise indifferent to it. But to a man of common sense, who knows the rudiments of the economic laws governing society, over-population is really a standing menace to society.

So far as plants and animals are concerned the external checks are fairly obvious. In a limited space plants quickly kill one another by over-crowding, rabbits die when they have exhausted the food they can nibble from the soil. In the case of human beings these checks are less obvious, and less instantly imperative.

The industrialisation of the world seems inevitably to lead to the growth of large towns, and the reduction of the rural population. The life in town is less conducive to mental efficiency. The slums are the result of this system. Industrialisation is the result of over population.

The population of China, India, Japan, England and other countries is increasing so rapidly that there is no room left in the mother countries for them. Will immigration solve the problem? The coloured peoples are not allowed to immigrate. Britain finds adequate transportation of her children to Australia practically impossible owing to physical difficulty of transport. She can not move more than 80,000 a year to the colonies but the population of Britain increased in the year 1921 by 300,000 by excess of births over deaths. Therefore evidently the immigration scheme leaves the problem unsolved. Besides, the town workers prove unfit for rural solitude.

There are three chief causes of war; Autocratic rulers, religion, and economic rivalry. The first two have been nearly eliminated, and the third is the result of excess of population. Italy today is on the war path because she can not find room for her excess population. Germany without colonies will be obliged to fight. Japan is bitter on America over the immigration question. Rome destroyed Carthage to find room for her expanding population. When their tribes increased Ateram and Lot nearly fell into strife. They separated to find uncultivated lands. If a Japanese Sir Thomas Moore were to draw plans of a New Utopia he would justifiably declare that in Australia a vast area of ground was being held "voyde and vacaunt to no good for profitable use," and that therefore Utopians from Japan would be morally justified in invading it.

Nature does her work through plague and famine. But can we not do something to stop this wastage? Plato when planning his ideal republic laid it down that children were to be produced only by parents officially recognised as suitable, and the children of other parents were to be exposed to die. Both Plato and Aristotle advocated abortion and infanticide.

Malthus advocated birth-control and Mrs. Annie Besant was prosecuted and sentenced for devising and advocating obscene methods of birth control.

The author does not recommend any special means of birth-control, but is inclined to the application of the French methods. In our opinion these methods are immoral and inhuman. The Indians have sung the praises of celibacy in the *vedas* and *tastras*, and nothing but self-control and celibacy can be effective. Sexual pleasures fall into nothingness when compared with the pleasures of mind and bliss of spiritual contemplation. The Veda says *brahmacharya* or absolute celibacy leads to excellent health, physical and mental. To stop overflow of population we will have to close down dancing halls, amorous operas, jazz music halls, and educate the mob-mind in the sublime truths and beauties of nature (Maya), and the Lord of nature.

In this exceptionally well written book the author presents this ably and meets all the arguments of his opponents, either on theological or social grounds; but he loses sight of the fact that every woman has maternal feelings that make her give life to dolls in girlhood, and what substitute we can offer to the mother's heart that longs for a child to unburden herself of the heart brimful of pure love.

This is a very serious publication, written in an excellent style and will enlighten any one who reads it.

Shanghai, August 13, 1923.

H. P. Shastri

Outline for the Study of Current History, Finance and Commerce of China

by

H. F. MACNAIR, PH. D.

Professor of History and Government, St. John's University

This outline, primarily for the use of middle schools and colleges, is based upon the Review for last week. It is not intended that the whole of the outline be used but that those topics be selected that are found to be adapted to the class.

Topic 1: The Lincheng Diplomatic Note

References: Pp. 444, 448

Questions: 1. When was the note of the diplomats presented, and to whom? 2. Has a formal reply been received? Discuss. 3. What and where is the Waichiaopu? 4. What demands have been made by the diplomats? 5. What is the attitude taken by the Chinese newspapers in reference to this note? 6. What is the attitude of the Waichiaopu? 7. What suggestion was made by the diplomats in reference to China's railways? Why? 8. What is the general opinion of both Chinese and foreigners in your section in reference to the settlement of the Lincheng affair?

Topic 2: Russian-Chinese Relations

References: Pp. 446-8

Questions: 1. What subjects of importance are to be dealt with in Russian-Chinese negotiations? 2. Who are Messrs. Joffe and Karahan? Whom do they represent? 3. Where are they at present? 4. Why should Karahan first meet Chang Tso-lin? 5. Who will head the Chinese Commission which will negotiate with M. Karahan? What difficulty has the former been lately experiencing? 6. What action has recently occurred in Manchuria that will complicate Messrs. Karahan's and Wang's negotiations? 7. What are the present relations between Peking and Mukden? 8. What can you say as to the present position of Russians in China.

Topic 3: The U. S. Court at Harbin

References: Pp. 422-3

Questions: 1. Where is Harbin? 2. What is the significance of its position? 3. What does the term "China" include in the mind of the American govern-

ment? Of what significance is this? 4. What is the work of the American Court for China? Where are its headquarters? Why are its sessions not limited to that city? 5. What significance is attached to the holding of a session of the Court in Harbin? 6. Who is Judge for the American Court, and what did he remark on the opening of a session of the Court at Harbin?

Topic 4: The Wireless Station at Shuangchiao

References: P. 448

Questions: 1. Where is Shuangchiao? 2. What significance has attached to the building and operating of this station? 3. Where is Bordeaux, and what does communication with it mean for China? Is this desirable? Why? 4. What is the cost of this plant?

Topic 1: Affairs in Peking

References: Pp. 422, 423-4, 446

Questions: 1. What is Dr. Wellington Koo's present position technically and actually? 2. Where is President Li, and what is his position? 3. How many Cabinet ministers are there at present? Is there a Premier? 4. Who is Finance Minister now? 5. What is the full membership of Parliament? 6. How many parliamentarians are there in Peking? In Shanghai? Where are the rest? 7. What is Tsao Kun doing now?

Topic 2: Affairs in Canton

References: Pp. 436, 438.

Questions: 1. What is a Usurper, and why are the Yunnanese troops thus designated? 2. Why and how did they first come to Canton? 3. How have Sun Yat-sen and Chen Chiung-ming been busying themselves during the summer? 4. What can you say in reference to the Yunnanese and the

financial situation in Kwangtung? 5. What does Dr. Sun think of students mixing in political affairs?

Topic 3: Illiteracy in China

References: P. 444

Questions: 1. What percentage of the people are literate? 2. How does this compare with America? With France? With Italy? 3. Who is Madam Hsiung Hsi-ling? 4. Discuss the nation-wide movement to eliminate illiteracy. 5. What is being done by your school, and in your section of China to aid in this and similar movements?

Topic 1: Mr. Lamont on Dr. W. W. Yen's Finance Work in China

References: Pp. 452-3

Questions: 1. Who is Mr. Lamont, and why are his views on China's finance of interest? 2. Where and when did the Council of the China Consortium last meet? 3. What topics were discussed? 4. What is the policy of the Consortium? 5. What has it accomplished? 6. What do the members of the Consortium think of railway building in China? 7. What is said as to the land tax in China?

Topic 2: Foreign Trade Regulation in the Russian Far East

References: Pp. 425-7

Questions: 1. What is the relation of the Russian Far East to the European section of the empire? 2. What is "neo-protectionism"? 3. Why are there two systems of customs tariff in Russia? 4. What is the Russian policy as regards the importing of goods? 5. How about exports? 6. Discuss the issue of licenses. 7. Which exceeds in value—the exports or the imports? 8. What are the writer's conclusions on his subject?

Topic 3: The Collecting of American Income Tax Abroad

References: Pp. 421-2

Questions: 1. What is the basis for this editorial? 2. What is an Income Tax? 3. How long has such a tax been imposed in America? 4. Why do American business men in the Philippines and the Far East generally not wish to pay this tax? 5. Should private individuals pay such a tax if corporations do not? Explain. 6. On what basis may the collection of this tax be justified? What punishment is decreed for those who do not pay this tax? Why? 8. What is the editor's conclusion?

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Shanghai Exchange for Week Ending Wednesday, August 29th, 1923.

Exchange:—The London price of silver at 30½d. is ½d. lower than last week. The quotation for two months forward delivery is 30½d. Our official rate for T/T on London is down ½d. to 3/0½d., but the market generally has been on the basis of 3/0½d. and a premium of ½d. to 1d. above this rate has been available and we close steady with 3/0½d. offered for August T/T on London and ½d. per month down for forward.

Our stocks of silver are reported as follows:—

Sycee and Bar Silver Tls. 24,875,000 a decrease of Tls. 1,108,000.

Chinese and Mexican Dollars..... \$ 38,890,000 an increase of \$ 1,070,000.

Estimated value Tls. 52,875,000 as against Tls. 65,080,000 held at this time last year.

	Average rates for July	Thursday Aug. 23	Friday Aug. 24	Saturday Aug. 25	Monday Aug. 27	Tuesday Aug. 28	Wednesday Aug. 29
Bk's selling rates		opening closing	opening closing	opening closing	opening closing	opening closing	opening closing
T/T London	3 0.312	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½
D/Dts "	—	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½
4m/s "	—	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½	3/0½ 3/0½
T/T India	224.604	228 226½	226½ 226½	226½ 226½	228 226½	226½ 226½	226½ 226½
T/T France	1,178.125	1245 1230	1230 1225	1225 1215	1215 1205	1205 1195	1195 1195
T/T N.Y.	69.406	69½ 68½	68½ 68½	68½ 69½	68½ 68½	68½ 68½	68½ 68½
T/T H'kong	74.542	74½ 74½	74½ 74½	74½ 74½	74½ 74½	74½ 74½	74½ 74½
T/T Japan	70.594	71 71½	71½ 71½	71½ 71	71 71½	71½ 71½	71½ 71½
T/T Batavia	181.125	181½ 180½	180½ 180½	180½ 181½	180½ 180½	180½ 180½	180½ 180½
T/T Straits	77.073	77 77½	77½ 77½	77½ 77	77 77½	77½ 77½	77½ 77½
Bk's buying rates							
4m/s B/L. } Cred. D/A }	3/1.750	3/1½ 3/1½	3/1½ 3/1½	3/1½ 3/1½	3/1½ 3/1½	3/1½ 3/1½	3/1½ 3/1½
4m/s " D/P	—	3/2 3/2½	3/2½ 3/2	3/2 3/2½	3/2 3/2½	3/2 3/2½	3/2 3/2½
6m/s " D/A	3/2.250	3/2½ 3/2½	3/2 3/2	3/2 3/2½	3/2 3/2½	3/2 3/2½	3/2 3/2½
4m/s B/F. } C., D/A, D/P }	1,228.125	1295 1280	1280 1275	1275 1265	1265 1255	1255 1245	1245 1245
4m/s N.Y. Lc.	72.052	71½ 71½	71½ 71½	71½ 71½	71½ 71½	71½ 71½	71½ 71½
4m/s " Docs	—	72½ 72½	71½ 71½	71½ 71½	71½ 71½	71½ 71½	71½ 71½

Based on Daily Official quotation, higher rate taken on rising market, lower when falling Bullion.	Aug. 23	Aug. 24	Aug. 25	Aug. 27	Aug. 28	Aug. 29
* London Price of Bar Silver per oz. (English Standard 925 touch) Fence.	30½	30½	30½	30½	30½	30½
* N.Y. Price of Bar Silver per oz. (Pure)	G. \$ 62½	G. \$ 62½	G. \$ 62½	G. \$ 62½	G. \$ 62½	G. \$ 62½
Shanghai Price of Gold Bars (weight Tls. 10 (Chauping) 978 touch)	Tls.	Tls.	Tls.	Tls.	Tls.	Tls.
Shanghai Silver Bars (weight Tls. 100 (C.) 999 touch)	342.70	342.00	342.00	341.00	340.70	340.00
Shanghai Mexican Dollars per \$100 Native Bank Rate of Interest (Call money)	111.00	111.00	111.00	111.00	111.00	111.00
* Closing Price in London for Previous day	72.075	72.0875	72.075	72.10	72.075	72.05
** Closing Price in New York for Previous day	1½%	1½%	2%	3%	2½%	2½%

Bank of England rate of discount	4%	London on Paris	T/T 79 21
Bank of France rate of discount	4½%	London on Germany	T/T
London open Market of rate Dis. 3 m/s.	3½%	New York on London	T/T 454½
" 4	3½%	Bombay on London	T/T 1/3½
" 6	3½%	Hongkong on "	T/T 2/3
		Yokohama "	T/T 1/1½

Financial Notes

The following is a summary of business conditions in the United States the middle of August:

Seasonal market with trade as a whole larger than last year, based on demand from industrial districts with agricultural demands and foreign buying threat curtailment.

No cancellations in iron and steel but unfilled orders end of July five million nine hundred thousand tons, smallest since last July. Temporary slowing up of shipments during readjustment expected with elimination twelve hour day. Eight hour day already effective Gary, Indiana.

Prolonged Texas drought expected reduce cotton yield to eleven million bales raised price three cents pound. Textile production curtailed to seventy-five percent on last month due to uncertain demand for cotton goods from wheat farming districts. Spring wheat yield estimated at two and a quarter million bushels; forty-five million under last year, due to black rust, price raised six cents to one dollar.

July consumption silk twenty-eight thousand five hundred bales; three thousand under first six months average.

Banking and credit position unchanged, with slow shifting of funds from industrial to crop moving. No change in policies of administration under President Coolidge.

June exports to China \$8,747,000 consisting principally leaf tobacco, 5,700,000 pounds; cigarettes, 766,000 pieces; Oregon pine, 8,000,000 feet; kerosene, 13,000,000 gallons; fuel oil 8,000,000 gallons, lubricating oil, 395,000 gallons; copper ingots, 4,390,000 pounds; tin plate, 1,500,000 pounds; motor trucks, 20 automobiles, 31.

June imports from China \$14,074,000 principally cattle hides, 680,000 pounds; goat and kid skins, 825,000 pounds; wood oil, 1,500,000 gallons; cotton, 1,700,000 pounds, laces, embroideries, \$130,000, straw braid, 109,000,000 yards; carpet wool, 4,400,000 pounds; rugs, 53,000 square yards; raw silk 744,000 pounds.

Total foreign trade June: \$640,000,000 about equally divided imports exports.

It is quite obvious to any student of economics or marketing that the American farmer has lost millions of dollars this year as a direct result of his so-called leaders. The enforcement of a law that practically ends speculation leaves the market almost wholly unsupported. Prices cannot, therefore, be sustained. Remove this unfortunate law and prices would move back where they belong if the political agitators would remain quiet for a few days.—George S. Bridge, Chicago Board of Trade.

France's delay in ratifying the Four-Power Naval Limitation treaty cost the United States \$2,000,000 a month, according to the estimates of naval officers here. The expenses to which the Navy Department was put in paying shipyards demurrage on shipways occupied by the uncompleted hulls, combined with interest on money tied up in material and the reimbursement to contractors for cancelled contracts, are said to aggregate this sum monthly. As sixteen months have elapsed since the treaty was signed in Washington, it is estimated that the delay of France has occasioned a loss running in excess of \$20,000,000.

The purchase of 2,000 tons of Welsh anthracite by the Boston (Mass) city schools, at from 34 to 40 cents gold lower than the price of any Pennsylvania anthracite, may indicate a way out of the probable coal shortage in America which the strike set for September 1 is likely to create.

The fiscal year ended June 30th left the United States Government with a revenue surplus of \$310,000,000, where, a year ago, a deficit of \$823,000,000 had been expected.

Chinese Take to Leather Shoes

The Chinese are gradually taking to the use of foreign style leather shoes, J. C. Huston, acting consul-general at Tientsin, reports to the U. S. Department of Commerce, and those who have not done so are gradually beginning to use chrome leather soles with their native cloth uppers. One sole can outlast three cloth tops. Native shoes with chrome soles sell for \$1.60 while locally made foreign style shoes sell for \$5 per pair. The great tanning centres are Kalgan for goat skins, Kiacheng, near Taiyusfu, for lamb skins, and Tientsin, where the leather tanned is usually sow hides and used mostly for shoes. There are three Chinese owned tanneries and one Japanese owned in Tientsin, the capital of which varies from \$100,000 to \$500,000 in local currency. The output from these plants runs from 40 to 100 hides per day.

In The United States Court for China

(Established by Act of Congress of June 30, 1906.)

JUDGE, Charles S. Lobingier.

U.S. ATTORNEY, Leonard G. Husar.

U. S. COMMISSIONER, Nelson E. Lurton.

CLERK, William A. Chapman.

OFFICE HOURS 10-12; 2-4.

U. S. MARSHAL, }
DISBURSING OFFICER, } Thurston R. Porter.

PRISON PHYSICIAN, Dr. T. B. Dunn.

DEPUTY MARSHAL, Wm. Van Buskirk.

TIENTSIN:

SPECIAL DEPUTY MARSHAL, Harry V. Fuller

All Notices, Announcements, Judgments, Orders and other Proceedings appearing in this department of THE WEEKLY REVIEW may be accepted as authentic.

MOTION DAY.

All contested motions and demurrers will hereafter be heard on Mondays, beginning at 3 P. M.; provided notice thereof with proof of service on the adverse party or his attorney shall have been filed in the clerk's office by 12 Noon of the preceding Saturday.

ADMISSION TO THE BAR.

Hereafter, applicants for admission to the bar of this court, whether previously admitted elsewhere or not, will be examined on the following:

1. Extraterritoriality, 25 Corpus Juris, 299-331.
2. Extraterritorial Cases.
3. Extraterritorial Remedial Code.
4. U. S. Rev. Stats., secs. 4083-4131 (Act of Congress of June 22, 1860, 12 U. S. Stats. at Large, Ch. 179.)
5. China Court Regulations.
6. Act of Congress of June 30, 1906 (34 U. S. Stats. at Large, Ch. 3934).

BAR EXAMINING }
COMMITTEE: } Nelson E. Lurton.
W. W. Blume
Roland S. Haskell.

Shanghai, China, January 2, 1923.

Minutes of Recent Proceedings

Hearings:

(Before the Commissioner)

- Aug. 23, 1923, Crim. No. 488, U. S. v. J. C. Crevling; to fix bail and assign for hearing.
- " 24, " " " 487, U. S. v. S. B. Gaynor, K. Hansen, and M. K. Smith; testimony taken of Liu Sing Ya, Yang Pao Sung, Wo Z n Cheong, T. R. Porter, Wong Ching Yung; continued to August 25.
- " 25, " " " 487, U. S. v. S. B. Gaynor, K. Hansen, and M. K. Smith; testimony taken of Lok Zei Wei, Nyng Nyok Liang, Dzong Yung Chi, Li Tsu Chi; continued to August 27.
- " 25, " " " 491, U. S. v. H. C. Hill; testimony taken of Ghuman Sangh, defendant; submitted.
- " 25, " " " 490, U. S. v. J. C. Crevling; testimony taken of G. E. Phillips, J. A. Pridmore defendant; submitted.
- " 25, " " " 489, U. S. v. F. W. Schlobohm; testimony taken of C. P. C. Nos. 1082, 975, defendant; submitted.

(Continued from last week)

The instrument names the Asia Banking Corporation as trustee and also as executor. Its representative appeared in Court and expressed a desire to be excused from acting as executor. The petitioner for probate is a member of the Bar of this Court and in every way qualified to act as executor.

It is accordingly considered and decreed that the instrument, Exhibit A, be admitted to probate as the last will and testament of the deceased and that letters of administration *cum testamento annexo* issue to the petitioner, Cornell S. Franklin, Esquire, upon his taking the oath and executing a bond in the sum of Taels one hundred thousand (Tls. 100,000.00).

UNIVERSAL LEAF TOBACCO COMPANY, INC., PLAINTIFF, v.
BARBER STEAMSHIP LINES, INC., DEFENDANT

(Cause No 1355; decided May 3, 1923)

SYLLABUS

(By the Court)

1. **Carriers: BURDEN OF PROOF.** Where it is admitted that freight was "received in apparent good order and condition," but was not so when offered for delivery, the burden rests upon the carrier to prove that the damage occurred without its negligence.
2. **Id.: Id.:** Slight evidence of non-delivery shifts the burden of proving delivery to the carrier.
3. **Id.:** EVIDENCE examined and found insufficient to meet either burden.
4. **Id.:** EXCEPTIONS: INSUFFICIENT PACKING. Where cargo is packed more securely than is usual for such commodities, the carrier cannot, after accepting it without objection, be heard to claim exemption because of alleged defects, perfectly patent and obvious, especially where there is undisputed evidence of other causes ample to account for the injury.
5. **Id.:** STATUTES. THE CUMMINS ACT of March 4, 1915, not found applicable to shipments from America to China.

Messrs. Schuhl & Schoenfeld for plaintiff.

Messrs. Davies & Bryan, by Mr. Davies, contra.

LOBINGIER, J.:

Plaintiff sues to recover for damage to part of a cargo of 249 hogsheads of tobacco, shipped from New York to Shanghai on the vessel "William Henry Webb." The Bill of Lading recites that the cargo was "received in apparent good order and condition" and requires defendant, to deliver it "in like apparent good order and condition" as when received. That it was not so delivered is one of the conceded and outstanding facts. Defendant does not even deny plaintiff's averment (par. 5)

"That the aforesaid shipment of tobacco arrived at Shanghai in or about the month of July, 1920, and upon the discharge of said tobacco ex Steamship at Shanghai, seventy-one (71) hogsheads of said tobacco were broken and damaged to such an extent that the contents of the aforesaid 71 hogsheads were so mixed and intermingled that it was impossible to segregate the various grades of tobacco comprising the contents of said 71 hogsheads."

"The Certificate of Condition" (Ex. 1) furnished by defendant's marine surveyors recites "Goods 72 Hgds Tobacco Leaf Condition Broken, contents short — & mixed & some landed in bulk." This was issued on July 23, 1920, the very day of completing discharge (p. 60), and is therefore much more reliable than the testimony, given more than two and one-half years later by the witness who seems to have prepared the certificate. The "Report of Survey" (Ex. B) recites:

Aug. 27, 1923, Crim. No. 487, U. S. v. S. B. Gaynor, K. Hansen and M. K. Smith; testimony taken of Mrs. S. B. Gaynor, Dzung Yung Chi, R. W. Yorke, J. Cruikshank, T. R. Porter, W. A. Chapman; submitted.

Judgments and Orders:

Aug. 22, 1923, Cause No. 2210, L. Samarcq and R. Fermus v Asia Banking Corporation; order setting aside, conditionally, judgment of August 6.

(By the Commissioner)

Aug. 23, 1923, Crim. No. 488, U. S. v. J. C. Crevling; bail fixed in the sum of G. \$500.00.
 " 23, " Cause " 2280, U. S. v. C. V. Stein; order reducing bail.
 " 25, " Crim. " 491, U. S. v. H. C. Hill; dismissed.
 " 25, " " " 490, U. S. v. J. C. Crevling; dismissed.
 " 25, " " " 489, U. S. v. F. W. Schlobohm; dismissed.
 " 27, " " " 487, U. S. v. S. B. Gaynor, K. Hansen and M. K. Smith; defendants Hansen and Smith bound over to the United States Cour for China for trial; bail fixed in the sum of G. \$1,000 each.

Assignments for Hearing:

Sept. 24, 1923, Cause No. 1032, Belgian Trading Co. v. Neuss, Hesslein & Co.

Miscellaneous Filings:

Aug. 22, 1923, Cause No. 1686, In re Stewart-Crane Co. Inc. in liquidation; motion for declaration of trust and execution of same.
 " 22, " " " 2301, U. S. v. T. J. Howe, A. Howe, Q. Gonzales, E. Backlund and J. H. Peters; nolle prosequi.
 " 23, " " " 1863, In re Anna V. Blough's estate; affid vit of publication.
 " 24, " " " 2276, In re estate of George A. Ruddan, deceased; affidavit of publication.
 " 27, " " " 1863, In re Anna V. Blough's estate; affidavit and final report.

(By the Commissioner)

Aug. 22, 1923, Civil No. 129, F. W. Schlobohm v. M. Sternberg; answer.
 " 23, " Crim. " 488, U. S. v. J. C. Crevling; affidavit for search warrant; search warrant issued; marshal's return of search warrant; affidavits.
 " 23, " " " 489, U. S. v. F. W. Schlobohm; complaint.
 " 23, " " " 490, U. S. v. J. C. Crevling; complaint.
 " 23, " " " 491, U. S. v. H. C. Hill; complaint.
 " 23, " Civil " 125, Central Garage Co. v. L. A. Hudson; motion for judgment by default; notice of motion.
 " 24, " " " 131, Shanghai Hotels Limited v. E. A. Laver; complaint.
 " 27, " Crim. " 492, U. S. v. J. R. Morris; affidavit; warrant issued.
 " 28, " " " 471, U. S. v. Howe, Gonzales, Backlund and Peters; bonds.
 " 28, " " " 492, U. S. v. J. P. Morris; marshal's return of warrant; bond.
 " 28, " " " 131, Shanghai Hotels Limited v. E. A. Laver; summons issued.

"Total 71 HHDS. G. W. 75283 lbs=566.04 piculs. Landed Value G. \$45,016.71 plus H. T's. 653.77 Duty and Charges.

On examination we found the above Hogsheads had been landed in a badly broken condition and with a heavy percentage of contents in bulk.

A quantity of the Tobacco which has been landed in bulk has no traces of its original packing beyond a few broken pieces of staves."

Plaintiff's manager testified:

"When the cargo arrived it was in such a terrible condition that it was absolutely impossible for me to take delivery of it with my own people so I met Mr. Marshall and I asked Mr. Marshall to take delivery of it and to also personally inspect it himself, and then I met Mr. Reeves in the meantime who was at that time surveyor for the American Shipping Board. I was introduced to him by the manager of the wharf down there and tried to get Mr. Reeves as my surveyor. I did not know any surveyor at that time in Shanghai so he told me that he was the surveyor for the American Shipping Board and then he introduced me to Mr. Jory of Bayes-Davy and he refused to take the job saying it was the biggest mess he had ever seen in his life.***

There was 10,000 lbs. of this tobacco that was landed in bulk, the casing for it had disappeared entirely.***

When I arrived there my Mr. Lo went down and when he saw the cargo was in such a condition he came back for me so when I went down they were bringing this tobacco out in large sheets." (pp. 4, 5)

Captain Bayes-Davy, a marine and cargo surveyor of fifteen years' experience, called by defendant testified:

"From these photographs and from what I have heard I have never seen such a state of damage. I have seen hogsheads as wholly damaged as the photographs.***

Q You say you have never seen a ship where so many hogsheads were broken?

A Not that I can remember." (pp. 126, 128)

The photographs referred to were received in evidence (Ex. C. D. E. & F.) without objection (p. 37) and reveal an appalling state of damage. In the light of this evidence the rule seems clearly applicable,

"That the shipper makes out a *prima facie* case when he proves that the goods were delivered to the carrier in good condition and to the consignee in a damaged state, and the carrier is then called upon to prove that the damage did not arise by any negligence on its part, has often been declared the proper rule governing such cases."¹

If, therefore, defendant is to be relieved it must be under one of the exceptions mentioned in the contract. Of these, it invokes two: (1) that the damage "was occasioned by the perils of the sea" (par. 8) and (2) that it was "due entirely to plaintiff's negligence in not providing sufficiently strong packages" etc. (par. 5) These, of course, are affirmative defenses, the *onus* of proving which rests upon defendant. As has been said in similar cases,

"The burden is on the carrier to trace the loss or damage to negligence of the shipper, or to one or more of the exceptions, with which its negligence did not concur. Authorities *supra*."²

"The correct view is, that the loss is not brought within the exception, unless it appears to have occurred without negligence on the part of the carrier; and as it is for the carrier to bring himself within the exception, he must make, at least, a *prima facie* showing that the injury was not caused by his neglect."³

Of the first exception, no evidence at all is offered. Of the second—the alleged insufficiency of packing—it is undisputed that the cargo in question was as well packed as other cargoes of tobacco. The "Certificate of Condition" (Ex. 1) by defendant's marine surveyors recites, that they were "Packed

1. Fockens v. Express Co., 99 Minn. 404, 109 N. W. 834. Cf. *Lewer v. R. Co.*, 132 Minn. 173, 156 N. W. 6.
2. *Atlantic etc. Co. v. Rice*, 169 Ala., 265, 52 So. 919, 29 L. R. A. 1214.
3. *Steele v. Townsend*, 37 Ala., 247, 79 Am. Dec., 53. Cf. *South etc. R. Co. v. Wilson*, 78 Ala., 587.

(Continued next week)



Shanghai-Nanking Railway Abridged Time Table.

Shanghai North to Nanking—Up														(Main Line)														Nanking to Shanghai North—Down													
STATIONS	Local	Fast	Local	3rd & 4th	N.L. P.L. Exp-ress Mail	3rd & 4th	Local	N.L. T.P.L. Fast Express	Local	Fast	Local	Local	Night Express R. S.	STATIONS	Local	Fast	Local	Local	Fast	3rd & 4th	3rd & 4th	Fast	Local	Local	Ex-press	Local	T.P.L. Mail	N.L. Night Express P.P. Exp-ress													
Shanghai North d.		7.00	7.15	7.35	9.30	9.50	12.10	12.30	15.25	17.15	17.45	19.35	23.30	Peking d.													—	15.25													
Nansiang d.		7.28	7.45	8.03	—	10.31	12.41	12.58	16.01	17.47	18.15	20.05	0.02	Tientsin East d.												14.35	20.27														
Soochow d.		8.59		9.41	11.14	12.51		14.43	18.24	19.39			1.39	Do d.												—	20.40														
Wushu d.	7.00	9.59		10.41	12.02	14.12		15.38	18.24	20.36			2.38	Tientsin Central d.												—	21.00														
Changchow d.	8.14	10.56		11.41	12.49	15.28		16.38		21.38			3.42	Do d.												—	21.00														
Tanyang d.	9.30	11.52			13.38	16.28		17.38					—	Tsinanfu d.												—	20.50														
Chinkiang d.	10.31	12.49			14.22	17.34		18.33					5.34	Hsuehchowfu d.												—	21.00														
Nanking d.	12.30	14.21			15.43	19.35		20.02					7.20	Pukow d.					7.40		8.10	11.05			15.30	16.15	18.49														
Pukow d.					19.10			21.00						Nanking d.					9.20		10.25	12.54			17.29	18.27	23.00														
Hsuehchowfu d.					—	—		5.03						Chinkiang d.					9.57		11.21	13.36			18.03	19.26	—														
Tsinanfu d.					—	—		13.16						Tanyang d.					10.59		12.00	14.44			18.57	20.46	2.41														
Tientsin Central d.					—	—		21.20						Changchow d.					11.59		13.02	14.07			19.43	21.52	3.53														
Do d.					23.52			—						Wushu d.					12.54		14.02	15.25			20.32	21.57	4.58														
Tientsin East d.					0.02			—						Soochow d.					8.21		9.39				20.32	—	5.53														
Do d.					—	—		22.05						Nansiang d.					8.15	10.33	11.34	13.00	14.33	16.03	17.45	18.18	18.40	20.35													
Peking d.					—	—		1.30						Shanghai North d.					8.42	11.00	12.05	13.30	15.00	16.30	18.20	18.45	19.13	21.05													
Woosung Fords to Shanghai North—Up														(Branch Line)														Shanghai North to Woosung Fords—Down													
Woosung Fords d.	6.45	8.15	9.40	11.05	12.30	13.55	15.20	16.45	18.10	19.35	21.00	22.25	23.50	1.15	Shanghai North d.	6.00	7.30	9.00	10.25	11.50	13.15	14.40	16.05	17.30	18.55	20.20	21.45	23.10	0.35												
Kiangwan d.	7.10	8.40	10.05	11.31	12.55	14.20	15.46	17.10	18.35	20.00	21.25	22.50	0.15	1.40	Tientsing d.	6.05	7.35	9.05	10.30	11.55	13.20	14.45	16.10	17.35	19.00	20.25	21.50	23.15	0.40												
Tientsing d.	7.16	8.46	10.11	11.37	13.01	14.26	15.52	17.16	18.41	20.06	21.31	22.56	0.15	1.40	Kiangwan d.	6.12	7.42	9.12	10.37	12.02	13.27	14.52	16.17	17.42	19.07	20.32	21.57	23.22	0.47												
Shanghai North d.	7.20	8.50	10.15	11.41	13.05	14.30	15.56	17.20	18.45	20.10	21.35	23.00	0.25	1.50	Woosung Fords d.	6.15	8.06	9.35	11.00	12.25	13.50	15.15	16.40	18.05	19.30	20.55	22.20	23.45	1.10												
R. Restaurant Cars.														* These additional trains run each Saturday and Sunday														S. Sleeping Cars													

Woosung Forts to Shanghai North—Up														(Branch Line)		Shanghai North to Woosung Forts—Down													
Woosung Forts d.	6.45	8.15	9.40	11.05	12.30	13.55	15.20	16.45	18.10	19.35	21.00	22.25	23.50	1.15	Shanghai North d.	6.00	7.30	9.00	10.25	11.50	13.15	14.40	16.05	17.30	18.55	20.20	21.45	23.10	0.35
Kiangwan d.	7.10	8.40	10.05	11.31	12.55	14.20	15.46	17.10	18.35	20.00	21.25	22.50	0.15	1.40	Tientsin d.	6.05	7.35	9.05	10.30	11.55	13.20	14.45	16.10	17.35	19.00	20.25	21.50	23.15	0.40
Tientsin d.	7.16	8.46	10.11	11.37	13.01	14.26	15.52	17.16	18.41	20.06	21.31	22.56	0.21	1.46	Kiangwan d.	6.12	7.42	9.12	10.37	12.02	13.27	14.52	16.17	17.42	19.07	20.32	21.57	23.22	0.47
Shanghai North a.	7.20	8.50	10.15	11.41	13.05	14.30	15.56	17.20	18.45	20.10	21.35	23.00	0.25	1.50	Woosung Forts a.	6.15	8.06	9.35	11.00	12.25	13.50	15.15	16.40	18.05	19.30	20.55	22.20	23.45	1.10

R. Restaurant Cars.

* These additional trains run each Saturday and Sunday

S. Sleeping Cars

R. Restaurant Cars.

* These additional trains run each Saturday and Sunday

S. Sleeping Cars

Shanghai-Hangchow-Ningpo Railway Abridged Time Table.

Down								Shanghai North-Zahkou								(Main Line)				Zahkou-Shanghai North								Up.			
STATIONS		Fast Local	Ex-press	2nd 3rd & 4th	Local	Fast Local	Local	Night Ex-press	STATIONS		Local	Fast Local	Ex-press	2nd 3rd & 4th	Fast Local	Local	Fast Local	Night Ex-press	STATIONS		Local	Fast Local	Ex-press	2nd 3rd & 4th	Fast Local	Local	Fast Local	Night Ex-press			
			R.			R.		R.					R.		R.			R.						R.		R.			R.		
Shanghai North.....dep.		..	8.05	9.00	..	13.20	15.35	..	19.15	Zahkou.....d.		..	..	7.15	8.40	13.20	..	15.05	18.00	Zahkou.....d.		..	..	7.15	8.40	13.20	..	15.05	18.00		
Jessfield.....dep.		..	8.15	9.16	..	13.36	15.51	..	19.30	Hangchow.....d.		..	..	7.40	9.15	13.50	..	15.35	18.35	Hangchow.....d.		..	..	7.40	9.15	13.50	..	15.35	18.35		
Sicowai.....dep.		..	8.21	9.23	..	13.43	15.58	..	19.36	Changan.....d.		..	..	8.20	10.45	15.00	..	16.50	19.14	Changan.....d.		..	..	8.20	10.45	15.00	..	16.50	19.14		
L'wa Junction.....dep.		..	8.35	9.40	..	14.00	16.15	..	19.50	Yehsah.....d.		..	..	9.00	11.53	15.37	..	17.32	19.45	Yehsah.....d.		..	..	9.00	11.53	15.37	..	17.32	19.45		
										Kashling.....d.		..	7.15	9.39	12.50	16.24	..	18.10	20.24	Kashling.....d.		..	7.15	9.39	12.50	16.24	..	18.10	20.24		
										Kashal.....d.		..	7.39	10.02	13.26	16.52	..	..	20.46	Kashal.....d.		..	7.39	10.02	13.26	16.52	..	..	20.46		
										Sungkiang.....d.		..	8.37	10.52	14.42	17.49	..	..	21.43	Sungkiang.....d.		..	8.37	10.52	14.42	17.49	..	..	21.43		
										Lunghwa Junction.....d.		8.57	9.57	11.57	15.58	18.47	19.47	..	22.57	Lunghwa Junction.....d.		8.57	9.57	11.57	15.58	18.47	19.47	..	22.57		
										Shanghai South.....a.		8.58	9.58	11.58	16.10	19.00	21.05	..	23.15	Shanghai South.....a.		8.58	9.58	11.58	16.10	19.00	21.05	..	23.15		
Sungkiang.....dep.		..	9.14	10.50	..	14.46	17.10	..	20.29																						
Kashal.....dep.		..	10.01	11.57	..	15.43	18.08	..	21.16																						
Kashling.....dep.		7.05	10.31	12.40	..	16.16	18.30	..	21.46																						
Yehsah.....dep.		7.45	11.02	13.32	..	16.56	19.10	..	22.17																						
Changan.....dep.		8.31	11.36	14.23	..	17.40	19.54	..	22.51																						
Hangchow.....dep.		9.43	12.30	16.00	..	18.50	21.04	..	23.45																						
Zahkou.....arr.		10.05	12.45	16.30	..	19.10	21.24	..	24.00																						

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